

GRAIN DEALERS JOURNAL

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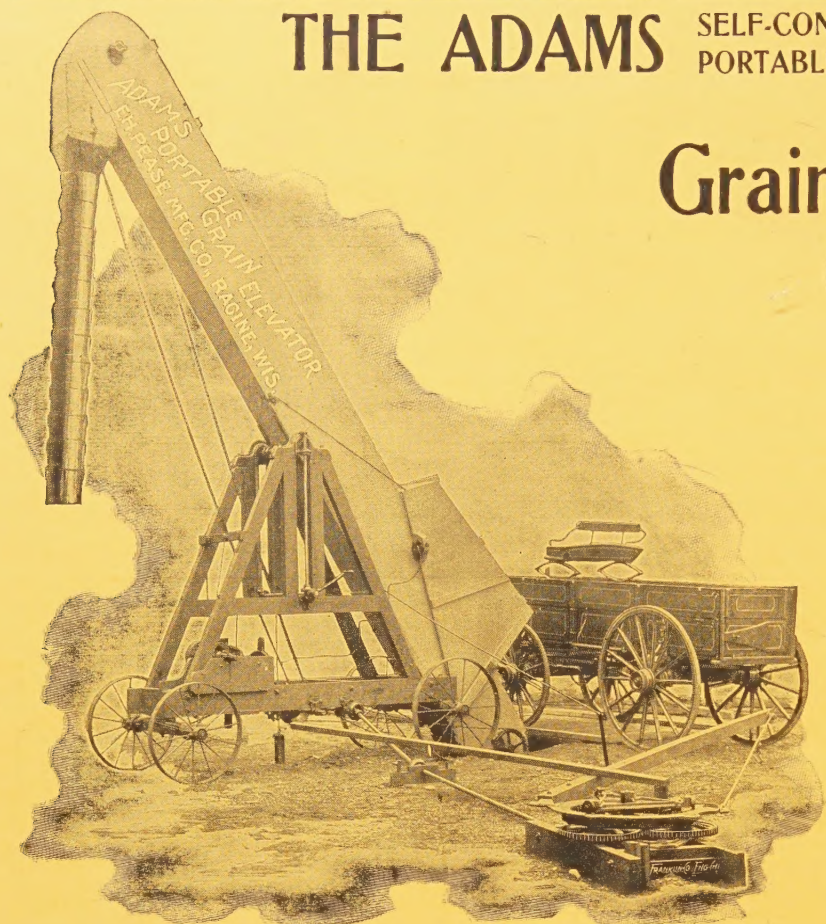
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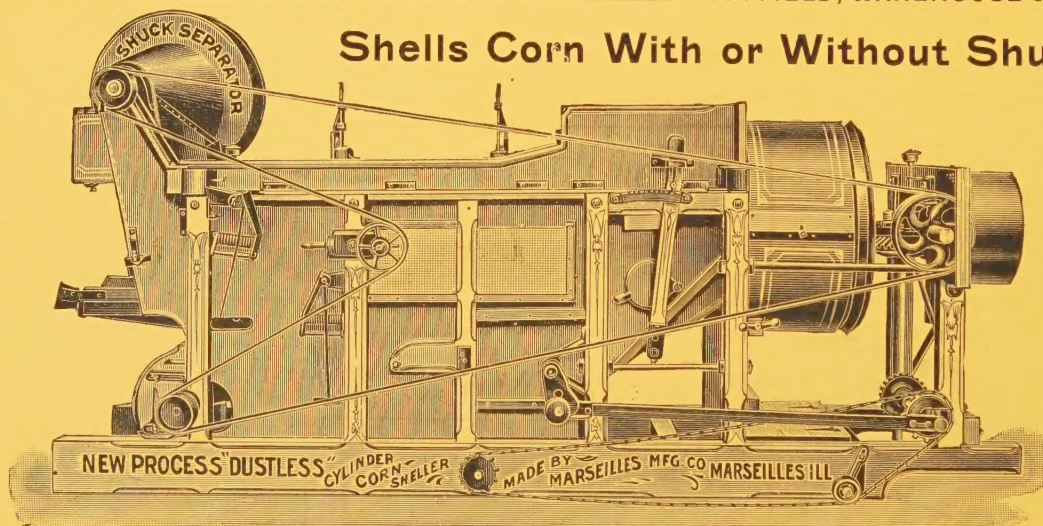
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Can also be
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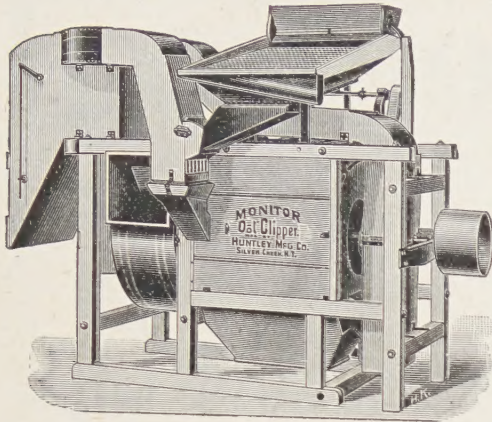
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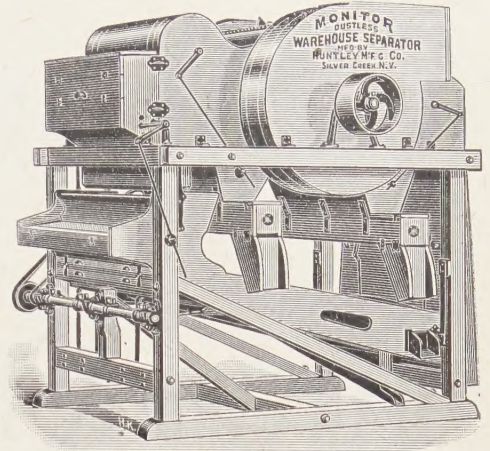
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Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel. The fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

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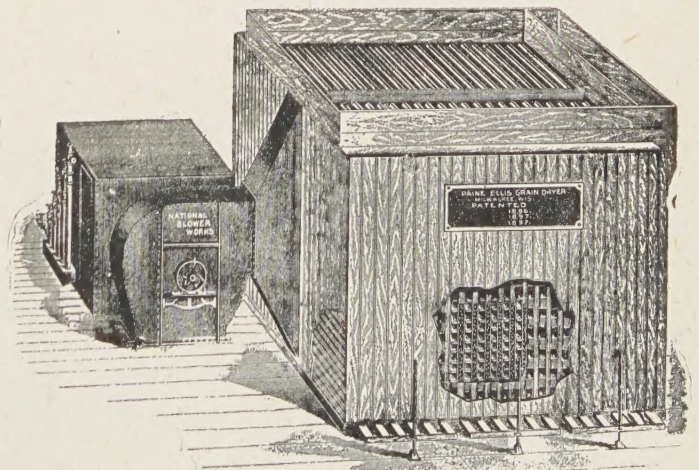
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PRACTICAL
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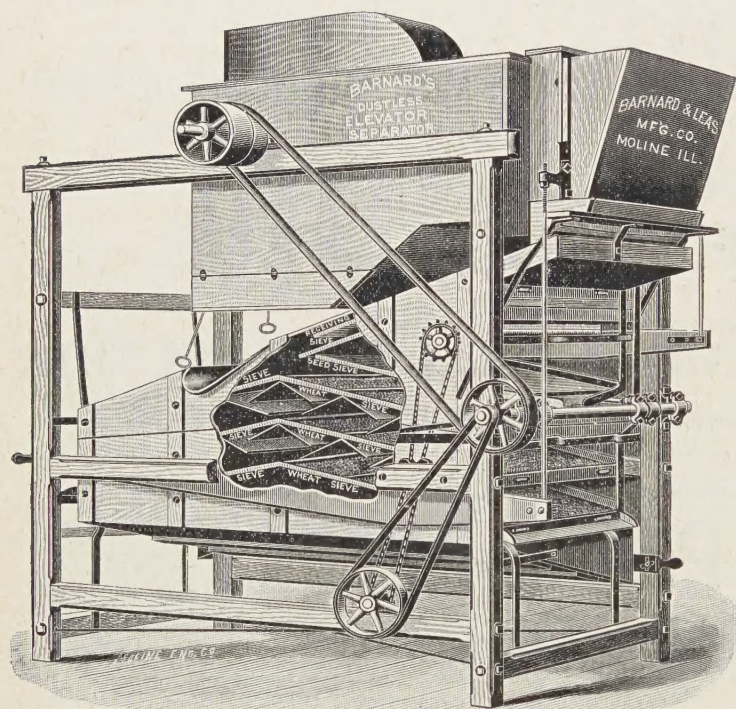
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ELEVATOR SEPARATOR.

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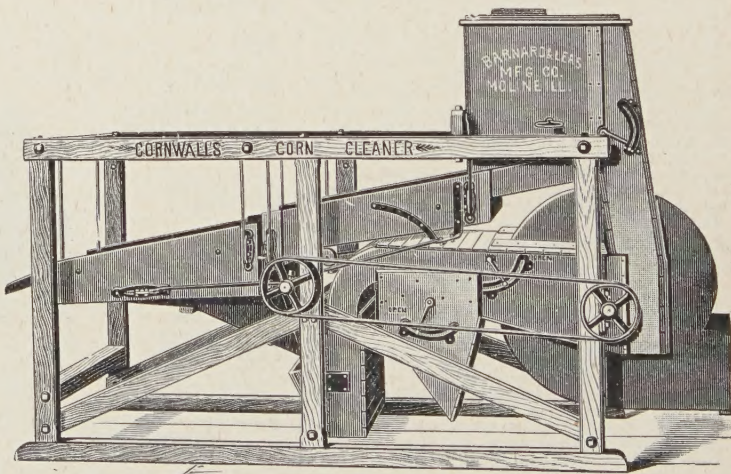
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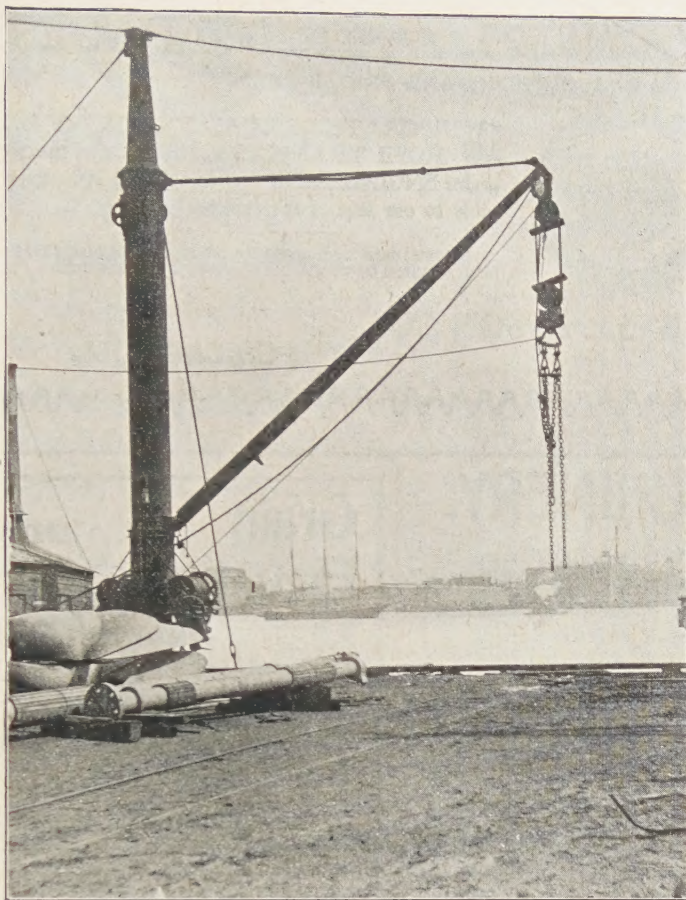
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CORNWALL'S CORN CLEANER.

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that for the longest time will put off the necessity of repainting is, in the nature of things, the best and the most economical, for the cost of labor in painting and repainting is several times the cost of the material.



We herewith show an illustration of the end of a boiler house, with stack and a large steel hoisting derrick.

These structures belong to the Morgan Iron Works, foot of East Ninth Street, New York City. The boiler house and stack are constructed of iron or steel plates, which were painted about 28 years ago with Dixon's Silica-Graphite Paint and have not been repainted since. Most of the paint is in perfect condition and looks as if but recently painted. On one side of the boiler house the paint is worn away by the ashes and coal which have been piled against it, but no portion shows any sign of rust.

The steel hoisting derrick was first painted about 1876 and repainted about sixteen years ago and is now in good condition.

Dixon's Silica-Graphite Paint is the most economical paint for the very excellent reason that it is the paint which has put off the necessity for repainting the longest time. All users of paint should bear in mind that the cost of labor in painting and repainting is several times the cost of the material.

It is used as a protective paint by railroads and other large corporations thruout the United States and has proven all that we claim.

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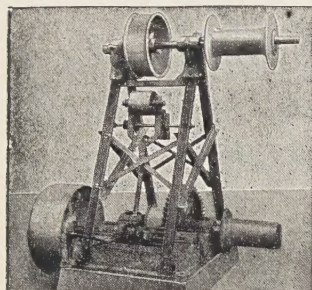
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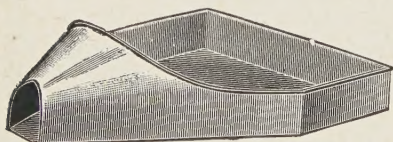
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BELTING, BUCKETS,
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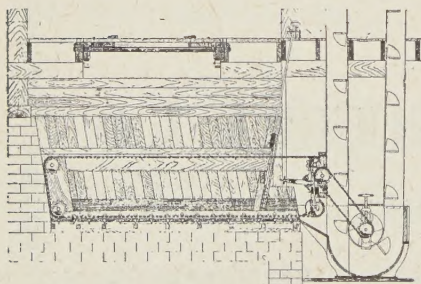
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and Manufacturers of
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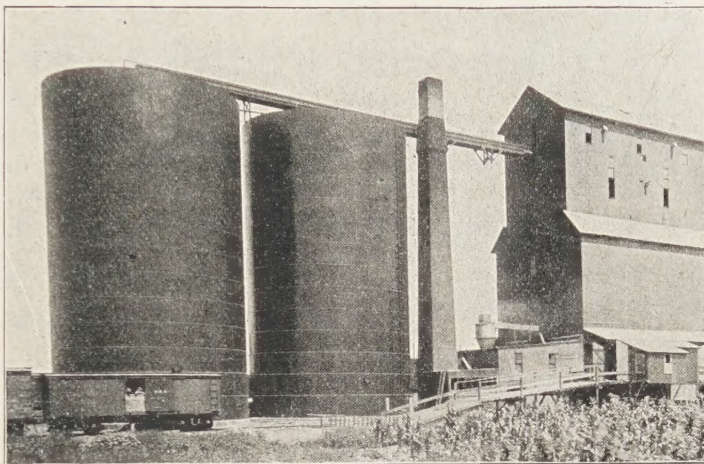
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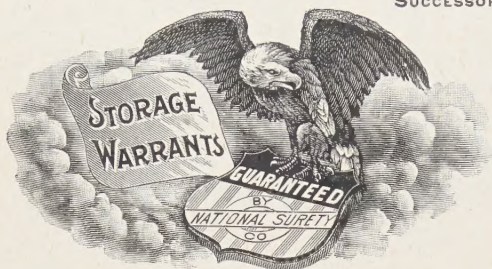
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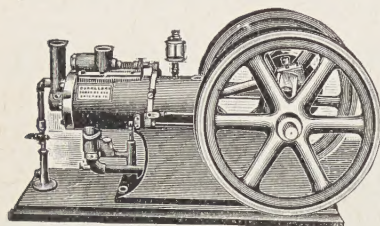
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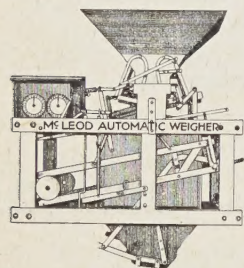


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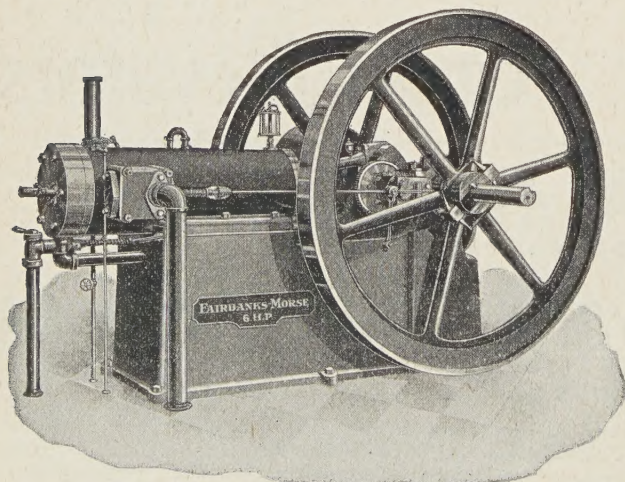
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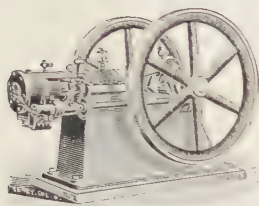
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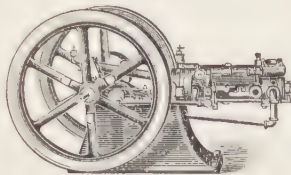
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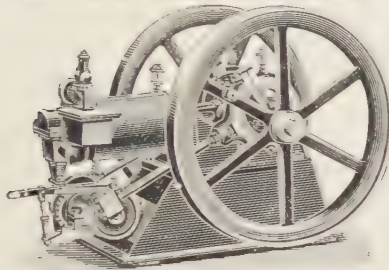
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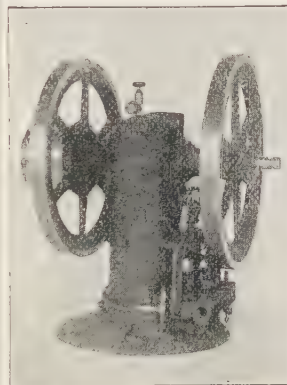
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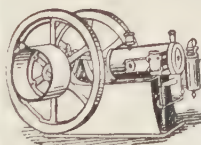
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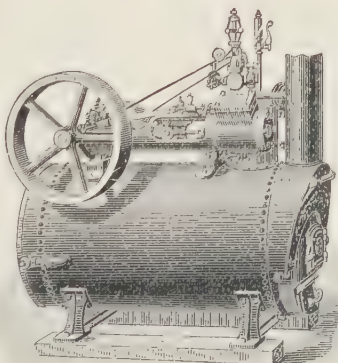
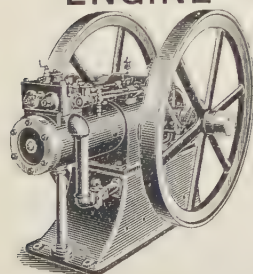
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The tables are strongly bound in cloth. The tables for Oats at 32 pounds are bound in olive green; the tables for Corn and Rye at 56 pounds in sea green and the tables for Barley at 48 pounds in black. Many errors are prevented and much labor avoided by their use. Each book is complete in itself. Price, \$1. For any of these tables address the

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REGULAR DEALERS OF IOWA.

The first installment of our list of the regular grain shippers of Iowa was published in the Grain Dealers Journal for Feb. 25. We have received a few additions to that list, but no corrections. Regular dealers will advance their own interests by sending corrections as well as new names. In addition to those published we have received the following:

Astor, Ia.—St. Paul & Kansas City City Grain Co., eltr. 18 M.
Aspinwall, Ia.—St. Paul & Kansas City Grain Co., eltr. 18 M.
Audubon, Ia.—George Gray.
Beaver, Ia.—W. C. Smittle.
Bedford, Ia.—Bedford Grain Co.
Bagley, Ia.—St. Paul & Kansas City Grain Co.
Bell, Ia.—W. C. Johnson.
Boone, Ia.—Carlson Milling Co.; Allen Smith; McFarlin Grain Co.
Buck Grove, Ia.—W. C. Johnson, eltr. 8 M.; St. Paul & Kansas City Grain Co., eltr. 10 M.
Butler, Ia.—Butler Grain Co.
Calamus, Ia.—N. L. Barnes; S. B. Walker.
California, Ia.—Meyers & McCulley.
Callender, Ia.—Gustaveson Bros.; R. T. Mortimer.
Calliope, Ia.—McCaul, Webster & Co.; Hunting Elevator Co.
Calmar, Ia.—C. W. Giesen.
Calumet, Ia.—Louis Mead.
Cambridge, Ia.—Johnson Bros.; St. Paul & Kansas City Grain Co.
Campbell, Ia.—McFarlin Grain Co.; H. E. Swope.
Cantrel, Ia.—M. F. Broadwell; A. F. Holder.
Carnarvon, Ia.—S. H. Parsons.
Carnforth, Ia.—Geo. R. Wheeler.
Carpenter, Ia.—Hunting Elevator Co.; McGillivray Bros.
Carroll, Ia.—J. B. Graham; Junod & Culbertson, eltr. 20 M.; E. M. Parsons, eltr. 20 M.
Carson, Ia.—N. Hodgson & Co., dump 15 M., crib 70 M.; Snapp Reid & Co., eltr. 10 M., crib 60 M.; South Branch Grain & Elevator Co., steam eltr. 10 M., crib 35 M.
Casey, Ia.—E. W. Miller; A. E. Noble.
Castana, Ia.—Munger & Co., eltr. 10 M.
Cedar, Ia.—T. J. Casto.
Cedar Falls, Ia.—Dayton, Hoagland & Co.; The Forrest Milling Co.
Cedar Rapids, Ia.—W. E. Miner & Co.
Centerdale, Ia.—F. T. Hartley.
Chapin, Ia.—A. R. Weaver, eltr.
Chariton, Ia.—G. J. Stewart & Co., eltr. 50 M.
Charles City, Ia.—T. W. Clapp; Hunting Elevator Co.
Charlotte, Ia.—Wm. F. Hanrahan.
Charter Oak, Ia.—Stough & Walter; Tapf & Nepper.
Chatsworth, Ia.—Frank Bolner; Smith & Co.; Spencer Grain Co.
Chelsea, Ia.—J. W. Shaler; E. S. Yeisley, eltr.
Cherokee, Ia.—James Archer, eltr.; Carrington-Hannah & Co.; J. J. Matthews & Co., eltr.; T. S. Steele & Sons; T. S. Ingersoll, eltr.
Chester, Ia.—H. B. Nichols.
Churdan, Ia.—M. E. Blazer; McFarlin Grain Co.
Clare, Ia.—Collins & Rial; F. D. Conway; Con. E. Griffin.
Clarinda, Ia.—Butler & Burkeson; Moats Bros.

Clarion, Ia.—Clark, Harris & Co.; Freeman & Robson; King & Courson.
Clarkson, Ia.—Iowa Grain & Produce Co., eltr. 30 M.
Clarksville, Ia.—Eckhart & Williams.
Clayton, Ia.—John C. Kuempfel; Stauer & Daubenberger.
Clearfield, Ia.—J. W. Hickman.
Clear Lake, Ia.—S. J. Clausen; Hunting Elevator Co.
Cleghorn, Ia.—Geo. Stevens & Son, eltr.; Chicago-O'Neil Grain Co., eltr.
Clemens, Ia.—A. Brackney.
Cleves, Ia.—Martin Janson, eltr.
Coburg, Ia.—G. A. Stibbens, eltr., 6 M.
Coin, Ia.—E. F. Rose, eltr.
Colfax, Ia.—Henry Fellows.
Collins, Ia.—W. H. Ozmun; St. Paul & Kansas City Grain Co.
Colo, Ia.—Shaw & Binder.
Columbus Jct., Ia.—Harrison & Merrill; Sprague Bros.
Consville, Ia.—McKee & Gay.
Conrad, Ia.—A. W. Randall, eltr. 15 M.; Gier & Belz, eltr. 40 M.
Conway, Ia.—Jerry Wilson.
Coon Rapids, Ia.—Steele & Jenks; St. Paul & Kansas City Grain Co.; McFarlin Grain Co., eltr.
Corley, Ia.—F. M. Gillespie; Sievers & Son.
Cornelia, Ia.—Johnson & Sons.
Corning, Ia.—W. S. Lyons; James Munns, Jr.
Correctionville, Ia.—Cathcart & Woodruff, eltr. 10 M.; Inter-State Elevator Co., eltr. 10 M.
Corwith, Ia.—Central Elevator Co.; Hetterscheid Bros.; John H. Queal.
Cotter, Ia.—C. F. Butler.
Countyline, Ia.—E. J. Vauht.
Crawfordsville, Ia.—J. B. Crooks & Son.
Cresco, Ia.—Hunting Elevator Co.
Creston, Ia.—Robt. R. Palmer, eltr. 15 M.; F. J. Taylor & Co.; Gault Bros.; M. J. Donlin, seed warehouse, 5 M.
Cromwell, Ia.—Gault Bros.
Cumberland, Ia.—H. W. Low; E. Reichart, steam eltr.; N. M. Turner, eltr.
Curlew, Ia.—Melvin Fisk.
Cushing, Ia.—C. D. Sanborn, eltr. 25 M.
Cylinder, Ia.—Spencer Grain Co., eltr. 15 M.; O'Halloran & Co., eltr. 10 M.; Northern Iowa Grain Co., eltr. 10 M.
Dakotah, Ia.—Wm. Boothroyd.
Dallas Centre, Ia.—Henry M. Schmehl, eltr. 10 M.
Dalton, Ia.—St. Paul & Kansas City Grain Co.; A. D. Thompson & Co.
Dana, Ia.—Brown & Brinten; C. Counsellman & Co.
Danbury, Ia.—W. B. Booher; F. H. Hancock, eltr. 25 M.; G. W. Siebold, eltr. 10 M.
Danville, Ia.—W. H. Hurlbut.
Davenport, Ia.—Bosch-Ryan Grain Co.; L. B. Brown; Davenport Elevator Co.; J. F. Dow & Co.; S. F. Gilman; D. Rothschild Grain Co.
Dawson, Ia.—St. Paul & Kansas City Grain Co., eltr. 30 M.
Dayton, Ia.—Lundblad & Co.
Decorah, Ia.—N. H. Adams; C. B. Lennon & Co.
Dedham, Ia.—B. H. Shute; Melvin Slife.
Deep River, Ia.—Geo. Cox & Co.; E. T. Whitney.
Defiance, Ia.—Sam. Scribeer; M. Whitney & Co.; Horine & Schriver; Hancock & Thibbals.

Delmar, Ia.—W. R. Barrick; C. C. Davis; D. W. Hurst.
Delta, Ia.—J. A. Betty.
Denison, Ia.—Geo. Menaugh; M. D. Steevers & Co.; Luney Bros. & Bro.
Derby, Ia.—G. J. Stewart & Co., eltr. 25 M.
Des Moines, Ia.—Bowen & Regur; J. W. Chambers & Co.; Des Moines Elevator Co.; Fowler & Graham; Hancock-Hodgson Grain Co.; B. A. Lockwood Grain Co.; McFarlin Grain Co.; La-moine Mott; Warren Grain Co.
Dewar, Ia.—J. J. Emmert.
DeWitt, Ia.—John W. Clark; Higgins & Hawson.
Dexter, Ia.—I. L. Patten & Co.
Diagonal, Ia.—Bailey & Smith.
Dickens, Ia.—A. A. Flint, eltr. 7 M.; Hunting Elevator Co., eltr. 20 M.; Spencer Grain Co., 20 M.
Dixon, Ia.—Thede & Damann.
Dannallson, Ia.—G. W. Mattern.
Doone, Ia.—Hubbard & Palmer Co.; F. L. Jenks; W. S. Kaufman; St. Paul & Kansas City Grain Co.
Dow City, Ia.—Joseph McCall; Scriver & Co.
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Duncan, Ia.—Spencer Grain Co.
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Eagle Grove, Ia.—Smith Bros., eltr. 40 M.; F. A. Scott, eltr. 40 M.; Geo. H. Webster, eltr. 15 M.
Earlham, Ia.—M. L. Thomson & Son.
Earling, Ia.—Shorett & Stevens; St. Paul & Kansas City Grain Co.
Earlville, Ia.—Allen & Pitcher.
Early, Ia.—Deal & Webb; Evans & Watts.
Edna, Ia.—Carrington, Hannah & Co.; E. J. Edmunds & Co.
Ehler, Ia.—Andrew W. Savage.
Elberon, Ia.—F. A. H. Greulich.
Eldora, Ia.—Central Iowa Grain Co., eltr. 15 M.; E. P. Davis, eltr. 3 M.; P. S. Davis & Co., eltr. 20 M.
Elgin, Ia.—Benj. Schorie.
Elliott, Ia.—Mrs. H. A. Van Schoiack, steam eltr.
Ellsworth, Ia.—Inter State Elevator Co., 2 eltrs., 20 M.; Wm. Richards, eltr. 8 M.
Elma, Ia.—Gilchrist & Co.; W. L. Luce.
Elwell, Ia.—W. Q. Richardson.
Elwood, Ia.—J. A. Phelps.
Ely, Ia.—Jos. Woitishek.
Emerson, Ia.—W. H. Eaton, eltr. 10 M.
Emmetsburg, Ia.—Beckman & Schroeder, eltr. 10 M.; Hunting Elevator Co., eltr. 10 M.; A. A. Moore, eltr. 15 M.; O'Halloran & Co.
Essex, Ia.—G. M. Gynn; Liljedahl Bros.
Estherville, Ia.—Albro & Isham, eltr. 60 M.; Bingham & Johnston, eltr. 25 M.; McCord Bros, eltr.; D. Rothschild Grain Co., eltr. 25 M.; Estherville Elevator Co., eltr. 20 M.
Everley, Ia.—Hunting Elevator Co., eltr. 20 M.; Spencer Grain Co., eltr. 15 M.; McWhirter & Morrison, eltr. 15 M.

GRAIN DEALERS' EXCHANGE.

FOR SALE.

ELEVATOR AND RESIDENCE for sale. Drawer D, Kirkman, Ia.

FAIRBANKS 500-bu. hopper scale for sale. Jno. M. Hornung, Greensburg, Ind.

GASOLINE ENGINES for sale or exchange. All makes and sizes. McDonald, 72 W. Washington st., Chicago.

SCALE for sale cheap; 6-ton Monarch wagon scale; good as new; little use. La Rose Grain Co., La Rose, Ill.

2ND-HAND scales & trucks of various makes for sale. Repaired and warranted. Standard Scale & Fixt. Co., St. Louis, Mo.

STEAM BOILER for sale at a bargain; 48 in. by 16 ft. J. P. S., Box 8, care Grain Dealers Journal, Chicago, Ill.

ENGINES, BOILERS, \$25 cash, balance on easy payments buys the best 8-h. p. engine. M. E. Howard, Indianapolis, Ind.

GASOLINE ENGINES Bought, sold, exchanged; guaranteed in perfect repair. Gas Engine Repair Co., 43 S. Canal, Chicago.

ELEVATOR at Beatrice, Neb., for sale; 10,000 bu. capacity; in good repair; crib capacity 12,000. E. P. Bacon & Co., Milwaukee, Wis.

ELEVATOR for sale; in good grain country; 3 lots, office, scales and 1 share in telephone. On Big 4. Address A. H. Drake, West York, Ill.

FEED GRINDER for sale cheap; 24-inch, steel, double. Bargain. The best feed mill in the country. No use for it here. E. W. Labombarde & Co., Nashua, N. H.

GASOLINE ENGINES at a bargain; 24 h.p., 12 h.p., 28 h.p.; also refitted scales. New elevator supplies. A. P. Ely & Co., 1110 Douglas street, Omaha, Neb.

SECOND HAND GAS AND GASOLINE ENGINES; dynamos and motors; all sizes; guaranteed for 1 year. Price Machinery Co., 54-60 S. Canal St., Chicago.

THREE IOWA ELEVATORS for sale, in the best grain section of the state; western Iowa. If you are looking for a good location and a bargain, address Lock Box 418, Charter Oak, Ia.

FARM for sale; 70 acres in Dallas Co. at \$2,400, worth \$3,500. You can pay for it in short time by raising corn and hogs. S. B. Shumway & Co., Real Estate Agents, Minburn, Dallas Co., Ia.

KANSAS ELEVATOR for sale, steam power, capacity 15,000 bushels. Good station, 300 to 500 carloads shipped annually. Address Pawnee County, care Grain Dealers Journal, 10 Pacific avenue, Chicago.

FEED ROLLS, SCALES.—3 three-high feed rolls, 1 600-bu. and 3 60-bushel hopper scales, at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Ave. S., Minneapolis, Minn.

FOR SALE.

FLOUR MILL for sale; built 1897; good as new; sell $\frac{1}{2}$ or all; good farm trade; very fine wheat country; on Big 4 R. R. near Indianapolis. All references. R. G., Box 10, care Grain Dealers' Journal, 10 Pacific Av., Chicago.

MACHINERY for sale: 2 Barnard & Leas, 9x24, 4-roller mills; 1 No. 6 separator and grader; 1 Fairbank hopper scale; conveyors, link belt and rubber belt elevators and carriers. Paradox Mach. Co., 181 E. Division St., Chicago.

ELEVATOR 8,000 bushels, with wagon and hopper scales, 16 h. p. gasoline engine, wheat cleaner, sheller and dumps. Also grind feed. Good territory, local monopoly in grain, coal and farm machinery. Will have to sell soon. S. G. Chamberlain, East Liberty, Ohio.

ENGINES AND BOILERS CHEAP.

25 h.p. Atlas at Cornlea, Neb.

15 h.p. Atlas at Howells, Neb.

10 h.p. Frost at Humphrey, Neb.

In good repair and running daily.

Are substituting gasoline engines. Crowell Lumber & Grain Co., Blair, Neb.

GRAIN AND COAL BUSINESS FOR SALE, at Red Oak, Ia., including elevator, coal bins and barns. Elevator, 25,000 bus. capacity; new and substantially built; only one in town. Grain and coal business both good. The best country elevator in Southwestern Iowa. R. A. Stevens, Red Oak, Ia.

RARE OPPORTUNITY.—Having decided to retire from business, I offer for sale the grain, lumber, coal and live stock business at Shabbona. Plant consists of two elevators (capacity 70,000 bushels); lumber and coal yards, lime house, etc. Buildings in good condition, no competition, well established trade. Terms half cash. Call on or address W. M. Mercer, Shabbona, Ill.

ELEVATOR FOR SALE; in heart of grain country, having handled 350,000 bushels in 1898. Storage capacity, 50,000 bushels; daily capacity, 20,000 bushels. Elevator was built in 1896, is equipped with the best of improvements, new office and fixtures. Also four acres of land and residence property. Owners want to retire. Indiana, Box 6, care Grain Dealers Journal, 10 Pacific av., Chicago, Ill.

WANTED.

COUNTRY ELEVATOR WANTED to buy or rent. R. Davidson, German, O.

ELEVATOR WANTED at good point in the Northwest. Give particulars. A. E. Conner, Arlington, S. D.

WANTED.—Contractors to sell our grain handling machinery. See ad. B. S. Constant Co., Bloomington, Ills.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

WANTED: A copy of the Grain Dealers Journal for January 25, 1899. Subscriber, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

PARTNER WANTED with capital, for a grain business. Warehouse and everything complete. Best grain section in the state. P. O. Box 33, Mt. Vernon, Ind.

WANTED.

ELEVATOR: Wanted to lease elevator in good grain district of Iowa or Illinois. May buy. Give full particulars. Address W. A. Holdren, Thornton, Iowa.

GOOD GRAIN AND COAL BUSINESS WANTED to buy, or would lease a line of four to six houses. Give full description and price in first letter. M. W. Lee, Dunlap, Ia.

ELEVATOR WANTED.—Will lease with option to buy, or will buy half interest with right man. I. G. M., Box 9, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ADDRESS WANTED: I want the present address of Daniel Hogan, formerly connected with different elevators in Chicago. Address B. C. R., care Grain Dealers Journal, 10 Pacific Av., Chicago.

ELEVATOR WANTED: 20,000 cap. or less; in good grain district, eastern Neb. or western Ia. preferred; or will buy working half interest. Give full particulars. J. C., Box 10, care Grain Dealers Journal, 10 Pacific Av., Chicago.

POSITION WANTED as foreman or manager in Nebraska elevator. Ten years' experience with steam elevator in the state. References. Present contract expires July. A. H., Box 8, care Grain Dealers Journal, 10 Pacific avenue, Chicago.

YOUNG ACTIVE MAN wanted. Must be good bookkeeper and correspondent. Thoroughly acquainted with rail rates in Southwestern territory. Permanent position to right man. Address Texas, Box 10, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

ADDRESS WANTED: I would consider it a favor if anyone would give me the present address of Mr. Sam E. Perrine or anyone else who was formerly identified with the Erie Hay Co., of Jersey City, N. J., or Newark, N. J.—An Indiana Hay Shipper.

ELEVATORS WANTED. We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

PARTNER wanted; a good active partner in water power mill, elevator, grain and stock business. Must have some cash, as that is what it takes to buy grain and stock. Capital secured by deed of real estate. Good thing for right man. Must be sober and honest. Address M. A. Wilson, Ozawie, Kansas.

SITUATION WANTED AS SUPT. or foreman. Fifteen years practical experience in operating elevators. Am up in every detail, thoroughly experienced in grain. Possess good administrative and executive ability; can distribute labor to best economical advantage. Can also take charge of office work. Last building had 1,250,000 bus. capacity; fifteen years with one company; excellent references. Age 35; married; Scotch. D. W. Mitchell, 6658 Wentworth Av., Chicago.

GRAIN DEALERS' JOURNAL

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BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., MAY 25, 1899.

A grain cleaner which does good work will soon pay for itself.

The grain hospitals are proving more profitable than a gold mine.

The strike of grain shovelers at Buffalo is settled and the grain shippers are all thankful.

The Ohio dealer who declines to sign agreement to stop lending bags is an enemy to his own business.

Kansas and Missouri rules governing the grading of grain are approaching uniformity, and the trade is thankful.

Grain and feed jobbers in many cities continue to enjoy a prosperous business in spite of the bicycle and electric motor.

The time to think about insurance is before the fire. Read your policy carefully and make sure it is in a reliable company.

Illinois dealers will capture Decatur Tuesday and Wednesday, June 6 and 7, and hold the annual meeting of the state association.

Mr. and Mrs. Hessian Fly seem to be having a very pleasant time in Ohio wheat fields and accordingly the farmers are very glum.

Will the Eastern brokers and jobbers eventually go direct to the country elevator men for grain, or will they handle electric currents instead?

If the minimum carload is raised to 30,000 pounds, the carload of grain will not change in size so much when there is a marked change in the market.

"Calls" have been rankly and unjustly discriminated against by the Attorney General, who holds that "puts" are not taxable, although calls are taxable under the war revenue act.

Judging from the actions of the Southern Grain Association and the Texas Grain Dealers' Association the grain buyers of the Southeastern states do not use their spare moments familiar-

izing themselves with the ten commandments.

Some hay shippers are branding their choice hay, maintaining the quality of the brand and securing a premium for it. Grain shippers can find considerable food for thought in this action.

The elevator men who were fortunate enough to put in a good grain drier last season are in a position to enjoy a trip to Europe this summer, but of course they are not inclined to talk about their profits to prospective competitors.

Missouri and Texas each have brand new anti-trust laws and the trusts are getting larger, stronger and more numerous than ever. We may regulate, but it is doubtful if we can annihilate the trusts. They seem to be a necessity to economical production and fair profits.

Feeding in transit is to be stopped and henceforth stock feeders must ship grain to their stock instead of stopping stock on the way to market and feeding them through a season before taking them to the market. This will be a boon to grain dealers in many parts of the West.

It is not pleasant to be in an elevator when the operator goes hunting for a leak in his gasoline tank with a lighted match or lantern. In the first place the supply tank should not be placed in the elevator, and if the plant is to be insured it would be much cheaper to place it away from the elevator proper.

Russian grain exporters have commenced to discriminate between dirt and grain, and recently adopted standards which permit of only 1½ per cent. to 5 per cent. admixture of minerals, earth, etc. Heretofore wheat has often contained 10 to 20 per cent. earth, etc. The superior condition of grain exported from America has driven them to take this step.

Several uninsured elevators have been burned recently and their owners have been left almost penniless. In these days of reliable mutual fire insurance companies when elevators are insured at cost there seems to be no excuse whatever for running an uninsured elevator. The elevator man who carries his own risk invariably buys the most expensive insurance.

An Ohio dealer writes that many country elevator men of that state are receiving a loading fee for every 100 pounds loaded into the carriers' cars. This is only fair to the man who with his own capital provides a railroad depot for bulk grain and acts as agent to look after it and oversee the loading of the grain. If the grain dealers did not build and operate these bulk grain de-

pots the railroad companies would have to build and operate them in order to handle the grain economically. It is much cheaper for the railroad companies to pay the elevator men a pittance for providing these depots and no doubt all carriers will eventually take this view of it.

After June 15 Ohio dealers will suffer no more losses as a result of lending bags to farmers. Such is the result of organization. The patient toleration of Ohio dealers has been remarkable. Now that they have taken a determined stand against this abuse nothing should prevent them going farther. By placing their business on a profitable basis fewer Ohio elevators will be offered for sale.

Fireproof elevators are sure to crowd out the fire traps of the past. Durability and safety favor it. The last to be added to the list is the new elevator which will be constructed at Duluth by F. H. Peavey. It will be built on the Monier system, the walls of the bins being constructed of cement and wire netting. The new Great Northern elevator at Duluth will also be fireproof, but of steel construction.

Texas dealers do much buying and selling among themselves and have already come to recognize the advantage of doing business with the established dealer who has something invested in the business. The cotton broker and other irregular dealers who jump into the grain business now and then have made much trouble for those they sell to as well as for those with whom they compete. Transient shippers are always in the business for present gains, they have no care for future business nor profits, and for these reasons they do not hesitate to beat the receiver, buyer, farmer or whoever they come in contact with. The irregular dealers by their irregular methods are doing much to drive themselves out of business.

Recent shipments of No. 3 corn to Atlantic ports have arrived in heating condition and as no facilities have been provided for drying grain at those ports the stuff must go to waste. New York, in particular, has ever been very slow to adopt mechanical devices for handling grain and it is not to be expected that driers will be found in the elevators of that port for many years, but the elevator men of the other ports have been more progressive in hope of attracting grain from the metropolis. It would have been wiser to have dried the grain thoroughly before it left Chicago, but all of the corn shippers do not seem to have learned that the up-to-date grain driers do good work and soon pay for themselves by their work. Their

ignorance or reluctance to try new driers, although proved a success, is costing them dearly.

A grain buyer at Seargent, Minn., has failed with liabilities amounting to about \$15,000, and he has the sympathy of all the farmers of the country around. He first exhausted his own resources by keeping prices above what was warranted by those ruling in central markets and then volunteered to ship the farmer's grain at one cent a bushel. He kept the grain business in a condition of disruption throughout the entire district where he lived and compelled dealers at his own and nearby stations to pay more than grain was worth. Such a greedy grain buyer cannot have the sympathy of any merchant. Any fool can buy grain, but it takes a man of some shrewdness and considerable determination to buy and sell it at a profit.

It does not pay to sell the best grades of grain on track, especially when your bids are for a lower grade. The profit realized by getting No. 2 for the price of No. 3 might amount to a considerable sum in the course of a year. Selling wheat on track has caused dissatisfaction with dealers who have had some experience supplying millers with the golden grain and it seems only natural that they should make an effort to secure the direct trade of more millers. The millers would prefer to get their wheat from first hands and the less mixers have to do with the wheat the better do they like it. Some millers have long since stopped buying wheat in central markets because they have received so many mysterious mixtures in the past.

Friends of mutual insurance in Kansas seem to have been sound asleep during the last session of the state legislature, and the shrewd managers of large stock companies succeeded in inducing the gullible legislators in enacting a law directly against the interests of persons having property insured in companies not authorized to do business in Kansas. The law provides for the taxation of the premiums paid to such companies in a sum equal to 10 per cent. of the premiums paid by the insured. The far-seeing legislators of Kansas have ever been alert for opportunities to legislate for the advantage of the dear people and it seems that in their eagerness they have placed the people in a very tight trap. The mutual companies have saved thousands of dollars to the property owners of Kansas and the enactment of such a law as is provided by Senate Bill 376 would not seem possible without the influence of golden witchcraft or mystifying arguments on insurance problems,

to which the average legislator is a total stranger.

LETTERS FROM THE TRADE

A CORRECTION: TEXAS OAT CROP.

Grain Dealers Journal: In my paper, read at the Fort Worth meeting, the Texas oat crop was incorrectly stated at 3,000,000 bushels per annum. The same should be 13,000,000.

There was some question in regard to this at the time of the meeting and I agreed with others that 13,000,000 would be about right. It was my intention to have the proofs corrected, but it was overlooked. It is only fair that those who read the Journal should not derive a false impression on account of my mistake. W. O. Brackett, Sherman, Tex.

LENDING BAGS TO FARMERS IN OHIO.

Grain Dealers Journal: In the Journal of the 10th you speak of the lending of bags to farmers by the elevator men of the state of Ohio. The elevator men are to blame for this state of affairs.

Not more than one man in twenty-five in Ohio has a dump to dump the wheat out of a wagon bed in the bulk. They are twenty-five years behind the modern elevator system. As a rule they realize their condition and that they will have to do something soon.

The trouble is there are too many fakirs running over the country selling machinery that do not know the first principles of handling grain, and therefore do not know what to offer the elevator man to better his condition, but sell them whatever they can regardless of results.

For instance: We sold a bill of machinery to a party in Ohio, that amounted to the sum of \$103, and allowed this party \$113 for the machinery he had just bought. He still had a machine on his hands that cost him \$65, which all told made his bill \$178; and he required a man to help the machinery do the work; while our bill amounted to \$103 and does not require the man. We consider Ohio a ripe field for our machinery.

The Ohio grain dealers should come west and see how grain is handled in Illinois, and fix their elevators so the farmer can haul his wheat in the wagon bed. Then the loaning of sacks will soon cease.—The B. S. Constant Co., Bloomington, Ill.

GRADE AND WEIGHT IN BILL OF LADING.

Grain Dealers Journal: For many years the country shipper has submitted to the result of the grain tester and plunger in the hands of the terminal employee or agent, without being able to use them for his own benefit. As grain buyers we clean our wheat, load it in the car, and forward to consignee; but have no voice in deciding that our test is right and the consignee's wrong.

The writer several years ago shipped 10 cars of straight No. 2 hard wheat to a dealer at a station in Kansas, and every one of those cars were returned as No. 3, weighing 58½ pounds instead of 59. At the time a 59-pound test would have made the seller 3 cents a bushel more on the 10 cars. Yet those cars

were all No. 2 wheat. The half pound deduction placed us in the power of the consignee.

My method of weighing grain without scales includes the tester and plunger. Let us suppose that the railroads adopt this method of weighing grain in car lots. Their agent is supplied with all the parts of "Miller's scales." He measures the contents, tests it, gives the shipper a receipt covering the weights in the car, noting at the same time the average test, quality and condition of the grain in the car. The car goes forward. At destination the dealers' association has its man on hand to see that the inspection test agrees with the agent's receipt. In such a case if there is any error on any side the wrong can be righted and the shipper will be satisfied. The country shipper will receive fair treatment at every point, and that is all he asks for.—F. P. Miller, Chetopa, Kan.

ST. LOUIS WEIGHTS.

Grain Dealers Journal: We give herewith a good comparison of weights, showing a usual St. Louis return. We sent 5 cars of oats to Chicago and 5 to St. Louis, each car was loaded with 32,000 pounds.

The Chicago weights were 32,120, 31,820, 31,990; 31,900 and 31,880; total, Chicago, 159,710.

The St. Louis weights: 31,720, 31,700, 31,710, 31,770 and 31,410; total, St. Louis, 158,410; giving a shortage on 160,000 pounds of 290 at Chicago and 1,690 at St. Louis. Our scales are Howe hopper scales of 49,000 pounds capacity.—Derby Mill & Elevator Co., Burlington, Ia.

SEEDS.

Exports from New York for the week of May 22 included 1,640 bags of clover seed and 400 bags of timothy.

The South Dakota Weather Service reports that some alfalfa reseeded has been necessary in the limited southeastern localities where it is raised.

Charles W. Briggs, ex-mayor of Rochester, N. Y., and founder of Briggs Brothers & Co., one of the largest seed firms in the United States, died May 18, aged 74 years.

The Whitney-Eckstein Seed Co. has been incorporated at Buffalo, N. Y., with \$32,000 capital stock. Incorporators, George S. Hull, Adolph Eckstein and Charles Eckstein, of Buffalo.

Conditions in Iowa during the week ending May 22 are reported by the state weather bureau to have been very favorable for grass in pastures and meadows, new seeding of timothy and clover and all spring grain crops.

The flaxseed market continues demoralizing. There are denials of any dissensions within the American Linseed Company, but the conduct of the seed market would indicate either that the big oil concern is without any policy as to its raw material or that its plans have been interfered with by differences inside the company. Such wild fluctuations are even more disturbing to the crusher than to the seedman, for the oil buyer invariably looks to the seed price as an index of what he ought to pay. Those closely identified with the American company say that the withdrawal of Director Archer from the head of the sales department here

is due to ill health, he having returned to his home in St. Paul, while Piper, the St. Paul official, has come down here to take his place.—Chicago Times-Herald.

ASKED AND ANSWERED

ADDRESS OF GRITS MILLERS.

We would be pleased to receive the names and addresses of corn millers who have good grits mills in Illinois and Indiana.—Keitel & Co., Traders' Bldg.

WHO MAKE GRAIN SACKS?

Will some reader of the Journal kindly advise us the names of parties who handle and manufacture grain sacks, such as are used for oats, wheat and corn? We have the names of the Gulf Bag Co. and the Bemis; but wish to know of others. J. I. Campbell & Co., Moody, Tex.

LIME IN GASOLINE ENGINE.

Grain Dealers Journal: What will clean the lime out of the exhaust chest of a gasoline engine? Ira Ulfers, Maryland, Ill.

(Take one pound of sal soda and dissolve in a pail of water, put this solution in water used to cool cylinders. Repeat if necessary.)

CHARGE FOR WEIGHING AND INSPECTION AT ST. LOUIS

Will some one inform us why it is that the St. Louis market charges \$1 per car for weighing and 50 cents per car for inspection, whereas Chicago charges 35 cents per car for weighing and inspection? Some of the other markets charge the same as Chicago. We would like to know the opinion of shippers in general, who ship grain to the St. Louis market, on this point.—E. R. Ulrich & Sons, Springfield, Ill.

IS BANK LIABLE?

E. F. Catlin & Co., St. Louis, Mo.: Relative to forged bills of lading and the bank's liability for such loss, we have never known of an instance where the bank was held liable. We have known of several instances of the kind where commission houses have lost heavily, but in no instance where the bank was required to make it good, nor do we know of any instance where the receiver has attempted to fasten the responsibility on the banks through resort to the courts, nor should we try to do so were we victimized in that way. We hardly think that any court in the land would hold them liable.

We understand that the bank in such cases is simply a collection agency and that where they advance money on drafts, bills of lading, attached, it is only done as a favor to the shipper and then only when they consider them good and safe, holding the shipper responsible for the return of the advance in case the draft is not paid. In other words the bank as a rule relies more on the shipper than does he on parties on whom drafts are made. Their remuneration in such cases is small, mostly only a few cents, and were they held responsible the grain business would almost come to a standstill. No bank would care to do business under such circumstances, and if required to

know positively that the property exists or compelled to examine each shipment upon which bills of lading are presented they would utterly refuse to have anything to do with them. This is merely an opinion for, as stated above, we do not know of any instance where courts have been resorted to in such cases.

TO SEPARATE RAT DIRT FROM CORN.

In the answer of Suffern, Hunt & Co., Decatur, Ill., to the question of J. M. A., in regard to a device or machine to remove rat offal from corn, we find two objections. We would ask in how many elevators could such a device be placed if it were practical? In the first place there is no room below the elevator boot to catch the dirt on account of most of them being low down. In the second place, in elevating ear corn, the corn must fall into the bucket instead of being dipped up, therefore a very small per cent. of the offal would reach the grates. The discharge into the boot should be at least four inches above the center of an 18-inch boot pulley.

A spout with rodded bottom leading from the head of the elevator will remove this offal and it can be spouted to a bin. When a sufficient amount is collected it can be run through a good cleaner and most of it taken out of the corn. Where the sheller is placed in the basement the rat offal can be removed by using a B. S. Constant sheller feeder, which has a grate in the trough through which the offal drops as the corn is drawn over it. It can also be removed with one of their combined corn, oats and wheat cleaners. The B. S. Constant Co., Bloomington, Ill.

WHO IS A REGULAR DEALER?

E. L. McClurkin, Morning Sun, Ia., secretary Grain Dealers' Association of Southeastern Iowa: We have no rule laid down by our association as regards what is a legitimate dealer. A grain dealer, I would say, should own and operate an elevator. I would not think it right for a grain man to go to another station and load from the wagon. He would have no investment or expense such as the regular dealer would be subject to, and would, I think, be considered by any right thinking person as out of his place. I think if the National Association would formulate some rules governing these matters and submit them to the different associations throughout the country, we could get those matters down to some system which would work to the benefit of all.

B. S. Tyler, Decatur, secretary Illinois Grain Dealers' Association: We had considerable discussion on the distinguishing characteristics of a regular grain dealer before adopting section 6 of article 12 of our constitution, which reads: "A regular dealer is one who has facilities for handling, storing and loading grain at points where he may be buying grain regularly, either in person or by his representative, and any grain dealer who buys at any station without such facilities, and with irregularity, shall be deemed irregular at such station." A person who deals in grain with regularity must of necessity have some facilities. If he did not he could not receive grain of all kinds by the wagon load or in less than car load lots regularly each day. He should have investments wherever he operates sufficiently

to accommodate his patrons. This is as clearly as we have been able to distinguish between the regular and irregular dealer. A scoop-shoveler is of course an irregular dealer because of his inability to receive grain except from the wagon load through the scoop shovel into cars, hence buys with irregularity, depending wholly upon cars.

SUITS AND DECISIONS

Charles Balstrusch has brought suit against the Colorado Milling & Elevator Co., of Denver, to recover \$15,000 damages on account of injuries received by the fall of an elevator.

The Department of Justice has rendered an opinion to the Secretary of the Treasury on the question of the taxability under the war revenue act of what are known on stock exchanges as "puts" and "calls." It is held that "calls" are taxable, but that "puts" are not.

The Missouri, Kansas & Texas Railway Co. has brought suit in the district court at Galveston, Tex., against John Owens for \$831 alleged to be due in freight charges on a large shipment of corn to Galveston in 1897. Plaintiff alleges a low rate was made on the understanding the corn was for export; but that it actually went into local consumption. Owens paid \$2,208 freight charges, the export rate, and has since declined to pay the local rate.

C. S. Maguire sold the Samuel W. Weidler Co. a car of corn, which became heated. Within 24 hours after its arrival at the switch the purchaser demanded a re-inspection, whereupon the corn failed to grade according to the first inspection. The grain committee of the Cincinnati Chamber of Commerce decided that the seller should stand the loss, as under the rules of the Chamber the purchaser has a right to demand re-inspection within 24 hours after delivery.

The directors of the Chicago Board of Trade are considering the points presented by Nash, Wright & Co., in their claim against Noble, Jones & Co., who failed, and have since sought relief through the national bankruptcy law. Nash, Wright & Co. claim that no release in bankruptcy can save the firm from their debt to a Board of Trade creditor. Noble, Jones & Co. allege that some of the claims are trades originating through privileges which cannot be recognized by the Board of Trade.

In the suit of Joshua W. Shelby, landlord, against Ransome Moore, miller, at Sheridan, Ind., to recover the value of his third of the crop wrongfully sold by the tenant, Judge Comstock, of the appellate court of Indiana, in giving judgment for the plaintiff, said: The question presented is whether a landlord's lien will prevail over the claim of a good-faith purchaser for value without notice under the circumstances of this case. In our opinion, the question must be answered in the affirmative. The statute is plain in its terms and gives a specific lien to the landlord. The grain was threshed before sold, and the title to appellee's share vested in him the moment the grain was threshed. The tenant having no title to the landlord's share, could give none to the purchaser. *** Appellant's

want of knowledge of the rights of appellee was not the fault of appellee. *** The purpose of the statute is to secure the payment of rent so far as it may be done by liens upon the crop. In many cases it would fail of its purpose, if the purchaser of the landlord's share from any one not authorized by him to sell the same would defeat his rights.

The arbitration committee of the New York Produce Exchange has decided that a broker acting as a mill agent is not a principal and that the mill account cannot be confounded with any other account the broker may have outstanding. William H. Spencer sold for Max Lubetkin a quantity of flour valued at \$1,500 to a third party, who failed before payment was made. Mr. Lubetkin then bought from Spencer, as mill agent a similar amount of flour and refused to pay for it on the ground that Spencer was his debtor on a previous transaction. Spencer appealed to the committee, claiming that it was transaction for his mill, and the committee sustained him.

SOUTHERN OHIO MEETING.

The eighth meeting of the Southern Ohio Grain Dealers' Association was held May 9 at Washington C. H. The meeting was called to order by Secretary L. W. Dewey of Blanchester. On motion by Mr. Orebaugh, F. E. Langdon was made temporary chairman, in the absence of the president and vice-president.

The minutes of the April 18 meeting were read and approved.

E. C. Wagner, of the committee to arrange a joint meeting of the Western Ohio & Eastern Indiana Grain Dealers' Association and the Southern Ohio Association, reported that he had been in correspondence with Mr. Ross of Ansonia, O., and read a letter from him that at their meeting this month they would set a time and place and give notice. By request of Mr. Gunning action on this report was deferred until afternoon.

Mr. Wagner also reported that the C. & M. V. had not made special rates for this meeting, although requested to do so. The committee was continued.

Secretary Dewey reported that the B. & O. S. W. also had failed to make rates to this meeting. The committee was continued.

It was reported that there was some friction between members of the Association at Jamestown. A motion by Mr. Orebaugh that the Secretary be instructed to go and see them as soon as possible was carried.

AFTERNOON SESSION.

Immediately after dinner the sack question was pretty thoroughly discussed, although Mr. Ginn was not present to read his paper on that subject. The following resolution was offered by Mr. Wagner:

Resolved, That we, the undersigned grain dealers of Southern and Western Ohio, discontinue loaning grain bags to farmers for purposes of either threshing or marketing grain. And we also hereby agree to put this resolution in force as soon as this resolution and agreement is subscribed to by four-fifths of the members of the Southern Ohio Grain Dealers Association.

Mr. Wagner then moved that a committee of one be appointed by the Chair for each of the following divisions of the territory: B. & O., between Washington C. H. and Columbus; B. & O.,

Washington to Wilmington inclusive; C. H. & D.; main line O. S.; extensions of the O. S.; B. & O. S. W., Hillsboro to Windsor; B. & O. S. W., east of Blanchester.

The motion was carried, and the Chair appointed W. E. Cook, B. & O., between Washington and Columbus; James F. Bennett, B. & O., Washington to Wilmington, inclusive; J. L. Ginn, C. H. & D. Ry.; C. W. Crosby, O. S. main line; G. N. Perrill, O. S., extensions; John McConn, B. & O. S. W., Hillsboro to Windsor; L. Cleland, B. & O. S. W., east of Blanchester.

After a further discussion of the joint meeting with the Western Ohio & Eastern Indiana Grain Dealers' Association, Mr. Gunning moved that the committee already appointed be authorized to arrange with them as to date and plan; also to secure special rates, and invite all grain dealers to attend.

The motion was carried.

On motion of Mr. Early the Association adjourned.

The next meeting will be held at Washington C. H., the second Tuesday in June.

MEETING OF SOUTHERN GRAIN ASSOCIATION.

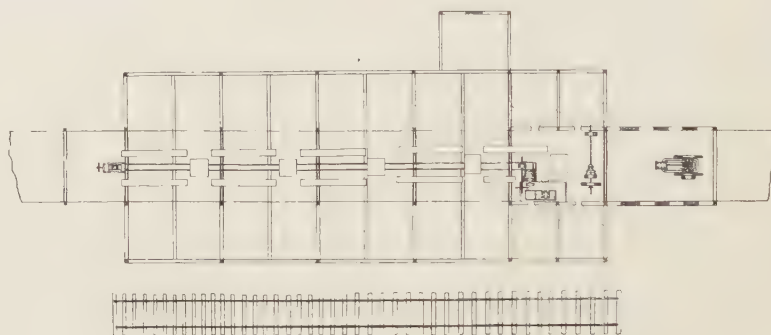
A meeting of the Southern Grain Dealers Association was held in the Merchants' Exchange, St. Louis, Mo., May 16, to discuss in a friendly manner the southeastern grain trade. The principal object of this association is to es-

COMBINATION ELEVATOR AND DUMP CRIB AT HONEY BEND, ILL.

This is a season of great activity in elevator building, as the country elevator man realizes that in order for him to make the most out of his business he must be in a position to handle the grain that comes to him quickly and economically. The construction and general style of the elevator will of course vary some, not only on account of some certain ideas the owner may wish to have carried out, but also on account of the kind of grain handled, that is whether the elevator is to be built in a section of the country where corn and oats or wheat are the principal crop.

The accompanying cuts show the plan of the construction and arrangement of a combination elevator and dump crib recently built at Honey Bend, Ill., for the Pratt-Baxter Grain Co. of Taylorville, by the Union Iron Works of Decatur, which firm also furnished the belting and machinery. B. B. Babcock of that firm made the plans.

The ground dimensions of the elevator are 32x80 feet, and it is 18 feet from the floor to the plate. There is a driveway running through the middle of the plant which is 12 feet wide and 13 feet above the lower floor. It contains five dumps. On either side of the driveway are bins for storing corn or oats. At the end of the driveway under the ele-



Combination Elevator and Dump Crib at Honey Bend, Ill.—Ground Plan.

tablish uniform methods of transacting business. All the members have agreed that all sales of grain made for shipment shall be subject to weights and inspection of the markets from which the sale is made; that the official certificates of weight and inspection to be final between buyer and seller, the buyer to pay drafts with bills of lading and official certificates of weight and inspection attached upon date of first presentation.

A luncheon was given the members in attendance. The following members were present: S. Zorn, Charles G. Strater, G. M. Bullit, F. M. Hartwell and Alfred Brandeis, Louisville; R. F. Antie, Atchison; J. F. Kuhns, R. L. Kuhns, W. H. Small, Evansville; R. T. Callahan, New Albany, Ind.; and W. W. Granger, Cincinnati.

Some unknown genius on a Chicago newspaper suggests that the explosive dust sometimes produced in grain elevators be "caught in receptacles and used like gunpowder!" And why not. Remember Toledo and the sixteen persons who lost their lives by an explosion of elevator dust.

vator proper are six bins occupying a space 16x32 feet, for small grain. There are two bins 8x10x18 feet each side of the driveway, and two bins under the driveway, 8x12x13 feet. Each of the bins under the driveway have hoppers bottoms and can be filled from one dump, one of the bins being used for small grain and the other for ear corn. Under the six bins there is a brick basement, in which the Western Sheller and boot of the elevator are located. The sheller is fed from bin by an automatic chain feed, and the four side bins are spouted to the boot of the elevator. On top of these six bins is a section 16x18 feet by 26 feet high, in the top of which is located a Western Warehouse Cleaner with two bins underneath. All bins can be filled by a turnhead under the cleaner, or the grain can be spouted direct to the car.

The power for operating this elevator is furnished by a gasoline engine, which is located in a small building under the front end of the driveway. The total storage capacity of this elevator is 20,000 bushels.

As is clearly shown, all the space is utilized to advantage and the house is

arranged to reduce the handling necessary to a minimum, thus economizing power and labor.

CENTRAL OHIO DEALERS ORGANIZE.

At last the regular grain dealers of Central Ohio are determined to gain relief from that old gray headed abuse—the lending of grain bags to farmers.

Rea Chenoweth of London, the county seat of Madison county who is secretary of the new Central Ohio Grain Dealers' Association writes that,

A meeting was called of the grain dealers of this and adjoining counties at Columbus, Ohio, May 16th, to discuss the advisability of discontinuing the loaning of grain bags to the farm-

Chenoweth, W. S. Smith and D. B. Peters.

While this committee was out the disposition of the grain bags which the shippers have on hand was thoroughly discussed. No formal action was taken in the matter, but it appeared to be the consensus of opinion that each should be permitted to dispose of them as he desired.

The Committee on Permanent Organization then reported as follows:

We, the committee appointed for the purpose of forming a permanent organization, do agree that we should have a president, vice-president, a secretary, a treasurer and an executive committee of five members.

The report of the committee was adopted and the dealers immediately proceeded to form a permanent organi-

J. Kneisley, Carroll; D. B. & J. W. Peters, Galloway; Johnson & Grant, Grove City; Rush & Demorest, Orient; West Hardman, Woodstock; Gallagher & Murray, West Jefferson; Chenoweth Bros., London; F. J. Wood, London; A. Tanner & Son, London; The Graham & Black Co., Lancaster; A. Deeds & Sons, Lancaster; W. H. Hodge & Co., Catawba; Solt, Alspach & Foor, Hookers; Snodgrass & Fullington, Marysville; D. J. Burnham & Co., Irwins; Jones & Co., Derby; Paul G. Wood, Lilly Chapel; C. R. Hunter & Co., Mechanicsburg, O.

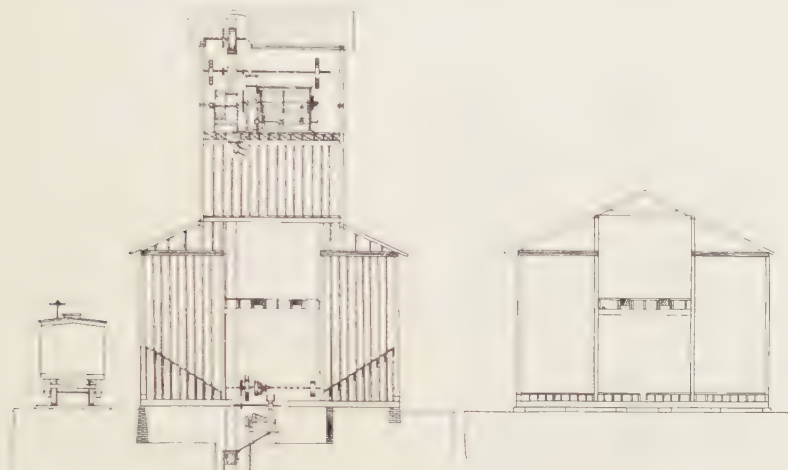
The meeting then adjourned to meet at the Neil House, Columbus, at 1 p. m., May 26.

BOOKS RECEIVED.

PROVISION AND GRAIN TRADE STATISTICS is the title of the Cincinnati Price Current's statistical annual for 1899. It contains all the provision and grain trade statistics, crop statistics, and information regarding live stock, beef trade, etc.

THE MODERN SHEEP is the subject of the report of the Kansas State Board of Agriculture for the quarter ending March, 1899. This report is devoted to information upon the rearing and management of sheep for wool and mutton, and the advantages and possibilities of sheep husbandry in Kansas.

CERAMETER is the title of a set of grain tables published by John Trainor of Decatur, Ill., for reducing pounds to bushels in wagon load lots. These tables differ practically from others only in their form and convenience of handling. They are printed in two colors both sides of a sheet of tin 6 1-2 by 21 inches with heavy faced type. The figures printed in black denote the number of bushels and pounds and those in red the weight of the load. These tables can be used to tell the number of bushels and pounds in any load weighing from 100 to 5090 pounds. For convenience in readily finding the desired result there is a slide which



Combination Elevator and Dump Crib at Honey Bend, Ill.
End Elevation of Elevator.

End Elevation of Corn Crib.

ers for the purpose of either threshing, sowing or marketing their grain.

The meeting was well attended, the bag question thoroughly discussed and decided an expensive bother and nuisance; five-sixths of those present immediately signed an agreement to stop loaning bags after June 15th, 1899. Several present had competitors that were not represented, and it was decided that a permanent organization should be formed, as it would be easier this way to reach every one interested in this question and other grievances of grain dealers.

We are indebted to E. C. Wagner, secretary pro tem., for a copy of the minutes from which we learn that E. M. Fullington of Marysville was chosen president and E. C. Wagner of Columbus, secretary.

A register was provided and it was found that 29 firms were represented at the meeting.

Upon motion the Chairman appointed a committee of three to draft a resolution in favor of discontinuing the lending of bags to farmers.

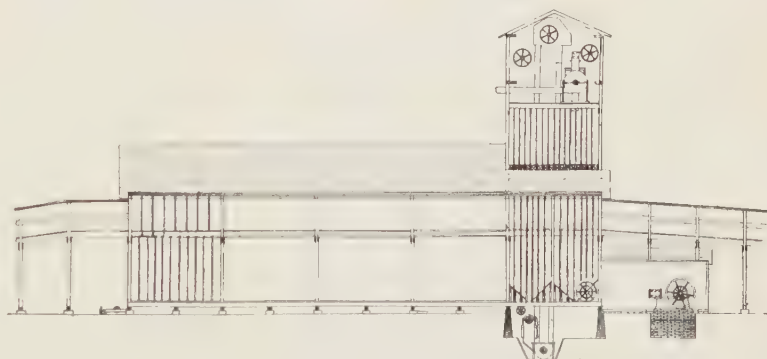
The committee was composed of C. W. Guy, W. H. Riddle, R. A. Deeds and E. C. Wagner. After being out a few minutes the committee reported the following resolution which was adopted:

Resolved, That we, the undersigned grain dealers of Central Ohio, discontinue furnishing grain bags to farmers for the purpose of either threshing or marketing grain, and we do hereby agree to put this resolution in force on and after the 15th day of June, 1899.

A motion providing for a committee on permanent organization was carried and the Chairman appointed Robert

Wagner a committee to draft Constitution and By-Laws and report at the next meeting.

During the course of this meeting the resolution and agreement to discontinue furnishing grain bags to farmers was signed by the following firms: Silver & Chenoweth, West Jefferson; G. W. Lamb & Co., Hookers; Farmers' Elevator Co., Mechanicsburg; Smith Bros., Palestine; E. M. Fullington & Co., Milford Centre; E. M. Fullington & Co., Unionville; Hall & Taggart, Plain City; Tingley & Wagner Bros., Pleasant Corners; M. Worthington, Plain City; H.



Combination Elevator and Dump Crib at Honey Bend, Ill.—Side Elevation.

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works up and down over the face of the tables. If one wished to find the number of bushels in a load of oats weighing 1450 pounds he would move the slide over the table for oats and stop the slide at 1400, then following the figures on the slide to 50 would read the black figures indicated there, which shows that the load contains 45 bushels and 10 pounds. These tables can be used for shelled corn, rye and flax seed at 56 pounds per bushel, wheat, beans, potatoes and clover seed at 60 pounds, ear corn at 70 pounds and oats at 32 pounds. These tables can be hung upon

the wall out of the way and readily referred to when the dealer desires to know the number of bushels in a load. The price of the tables is \$1.00, and they can be had by addressing John Trainer, 324 Powers Bldg. Decatur, Ill.

POWER SHOVELS FOR COUNTRY ELEVATORS—A CORRECTION.

In the May 10 issue of the Grain Dealers Journal on page 234, in the article describing the Adams Automatic Power Grain and Malt Shovel, the sentence relating the amount of space required by this power shovel should read: "It requires a floor space of 36x32 inches and has a height of 20 inches." We trust readers of the article have noticed the error, and recognized the fact that inches was the word intended. It is not necessary to build a separate house for this shovel.

ADAMS SELF-CONTAINED STATIONARY ELEVATORS.

It is not always the large business that has to economize time and labor, thereby causing a demand for mechanical devices to do the work, for the man running a small business is equally as anxious as his larger competitor to adopt any new machine or device that will bring greater results and require less labor. Therefore to fill a demand and meet a long felt want the E. H. Pease Mfg. Co. of Racine, Wis., have recently put on the market the Adams Self-Contained Stationary Elevators.

This outfit is especially adapted for use in small country grain elevators and small feed or flour mills. As will be seen by the cuts these elevators have a single trunk divided lengthwise by a partition, thereby completely separating the up-leg from the down-leg. They are made in two styles, the one represented in the larger cut is the Standard style and the other the sacking elevator. They are made in any capacity per hour from 60 bushels up to 600 bushels.

The standard style may be had in any length not to exceed 30 feet, and is furnished with a swinging discharge spout. The sacking elevator differs from the standard style in that it is provided with cut off valves at the discharge, so as to divert the grain or feed while changing sacks. It also has hooks on which to hang the sacks while fill-

A LARGE GRAIN SHIPMENT.

By V. N.

Probably the longest train load of grain ever shipped was over 600 miles long. This shipment was made long before the Chicago Board of Trade, New York Exchange or any other grain exchange in this country had come into existence, and, even, in fact, before Leif Ericson with his hardy Norsemen had landed on the bleak New England coast or before Columbus or Sir Henry Cabot had made possible the establishment of such Exchanges by proclaiming to the Old World the existence of the new.

In the year 642 A. D. Omar, the Caliph of Arabia, was compelled by a famine, to call on Egypt for grain. The shipment was made after the manner of those days, namely, by caravan, and when the vanguard of this caravan reached Medina, in Arabia, the caravan was still going out of Egypt.

Although the merchants of the Orient, as well as those of Greece and Rome, had carried on large grain transactions even long before the Rialto, or exchange, was established at Venice (shortly after Rome was overrun by the Goths and Vandals), there is no doubt that the enormous grain trade of today, in this country alone, far exceeds

ADJUSTMENT OF SHORTAGE CLAIMS; SHOULD DESTINATION OR SHIPPING WEIGHT GOVERN.

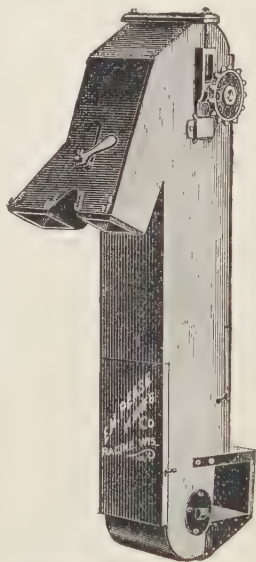
(From a paper read by J. Howard Ardrey, of Godley, at the annual meeting of the Texas Grain Dealers Association.)

I take it that it is the experience of every one identified with the grain interests of this state, that of the claims which arise from shipping and receiving grain, the most common and troublesome are for shortages in weights. From whatever cause arising our shortages have become of so frequent occurrence that some such organization as the Great Lakes Guaranty Co., of Duluth, which insures against shortage, would find in Texas illimitable opportunities for doing business, however unremunerative it might be. Indeed, shortage claims have become so common with North Texas shippers that whenever by chance we do get a shipment through without some such claim, we hasten to our files to see if we have not made an error in invoice against ourselves of several hundred pounds.

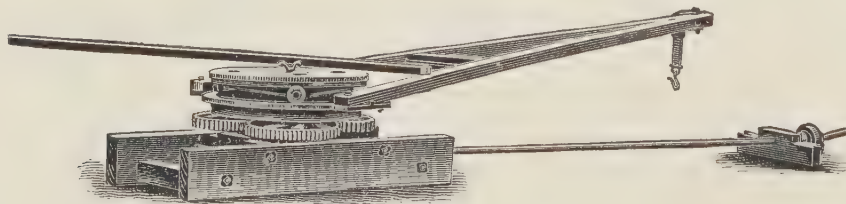
Prospective profits are swept away and the integrity of receivers and shippers often impeached in the adjustment of these claims. It is no easy matter to fix the responsibility where it properly belongs, with the shipper, consignee and common carrier each vouching for their weights, and denying liability for the shortage. As a fundamental proposition in the adjustment of claims for shortage in the grain business the shipping weight should govern and upon delivery of grain to carrier on reliable weights in good shipping order, the shipper's liability should absolutely cease.

The present practice of guaranteeing weights at destination is inherently weak, and under changed conditions sooner or later must fail. For a grain shipper to assume for himself the responsibilities of a safe delivery of goods at destination when the carrier is paid to bear the responsibilities, and does bear them in nearly every other branch of shipping traffic—is an evil that should be corrected and which by concert of action undoubtedly can be corrected.

The coal men sell their coal at mine weights and guarantee nothing. The jobbers and manufacturers deliver their goods to the common carrier, and with the receipt for the goods in good shipping order their liability ceases, and claims for



Adams Sacking Elevator.



Adams Self-Contained Stationary Elevator with Horse Power.

ing. The discharge spouts are put at the right height to permit the lower end of the sack to stand on the floor with the upper end hooked to spout.

This self-contained stationary elevator is designed for use at small stations where not much grain is handled, and consequently it does not require much power. It has been built so that a Pease 2-Horse Triple Geared Horse Power and speed jack can be attached to it and a complete outfit provided.

that of any other time, but as far as a long train load of grain is concerned, we must yield the palm to the ancients.

An investigation into the alleged moldy condition of corn arriving at foreign ports will be conducted by the Department of Agriculture. Chief Botanist Frederick V. Colville has been directed to visit the corn shipping ports and inspect corn loaded for export.

shortage and damage must be recovered from the carrier, if at all. In the present practice of guaranteeing weights at destination the shipper assumes for himself the responsibility for the waste resulting from transfer of the grain en route by carrier; for the stealage from the cars and for the loss by accident to shipment in transit, which causes he can in no wise control. He pays consignee for these innumerable shortage claims which inevitably result, and if by chance he is reimbursed in full or in part it is after much haggling and delay with the carrier.

It is for these reasons the grain shipper should have immunity from shortage

claims, and yet the conditions under which the grain business of this state is handled at present make it impossible in justice to all parties to adopt this absolutely inexorable law to govern claims. In many instances it would be unjust to relieve shipper from liability, upon delivery to carrier, and accept his certificate of shipping weight as final.

The inspection the members of this association made of some of their own shipments to Galveston last December afforded abundant evidence that all our consignees are not necessarily thieves and scoundrels. The condition of many of the cars inspected there proved conclusively that in very many instances the responsibility for shortages resulting from improper loading, should be fixed upon consignor. The fact is, very many of the claims for shortages now arriving are the results of flagrant carelessness on the part of shippers, and more especially of the extremely inadequate facilities in this state for handling grain in a professional way. The grain business of this state is comparatively new, and the lack of these facilities at shipping points give rise to our endless troubles with shortage.

Of course the most prominent cause of these troubles is the faulty system of weighing with absolutely no elevator facilities at points of origin of shipments, no hopper scales of large capacity are in service, and the grain is bought and loaded into cars mainly directly from wagons at wagon scale weight. These scales are of more or less inferior makes, without check-weight attachments, not under cover and seldom inspected or tested. At the smaller country points there are no regular public weighmen, and each dealer provides himself with scales. He and his assistants, from the highest to the lowest, are called into service as weighmen, with a greater or less degree of accuracy in weights resulting. When the more fortunate have supplied themselves with warehouse facilities they have provided only truck scales of small capacity, requiring a multiplicity of drafts to the car, multiplying the inaccuracies in weight with every draft.

The "looseness" of the manner in which much of the grain is loaded is further evidence of the inexperience of many shippers which under present conditions makes it unwise to accept their shipping weights as absolutely reliable. No dumps or loading elevators are used, and the carelessness in scooping bulk grain and the torn and poorly sewed condition of sacked grain, are very common evils resulting in enormous waste between scales and car, which inevitably create shortage at destination. Cars are loaded without thorough inspection and cooperation, and often out of sight of scales. Many times the confidence reposed in the ability or integrity of the farmer to find and put the grain into the right car is misplaced and the shipment check just that much short at destination.

For all of these reasons it is evident that under existing conditions the rule cannot in justice be applied without qualifications and limitations, but should be made to govern the adjustment of claims, and until absolute proof of gross inaccuracies of shipping weight or faulty loading is had from consignee, it should be presumed that invoice weights are correct.

The limitation of the application of this rule should be of such nature as to make shipper responsible for improper weighing, loading and inspection of shipments at points of origin. Shipper should be required to furnish upon application sworn certificate of weights from reliable scales in good order, and of inspection by thoroughly competent third party.

He should be required to show that there was no waste between scales and cars, and that the grain was loaded into cars in good condition and suitable for such shipment. When he has done this, his liability should absolutely cease and he not be a party to the adjustment of claim for shortage arising—leaving the matter entirely with consignee and carrier. When shipper is unable to furnish competent evidence of these proper conditions and the receiver urges his claim for shortage with sworn weight or cites in evidence of improper loading at point of origin some probable cause of that shortage as easily detected by torn sacks, leaky floors or poorly coopered cars, the responsibility should be with shipper, and claims should be paid by him.

The 1 per cent trade allowance should be retained and made to apply in the adjustment of shortage claims. While it is true present conditions are such at

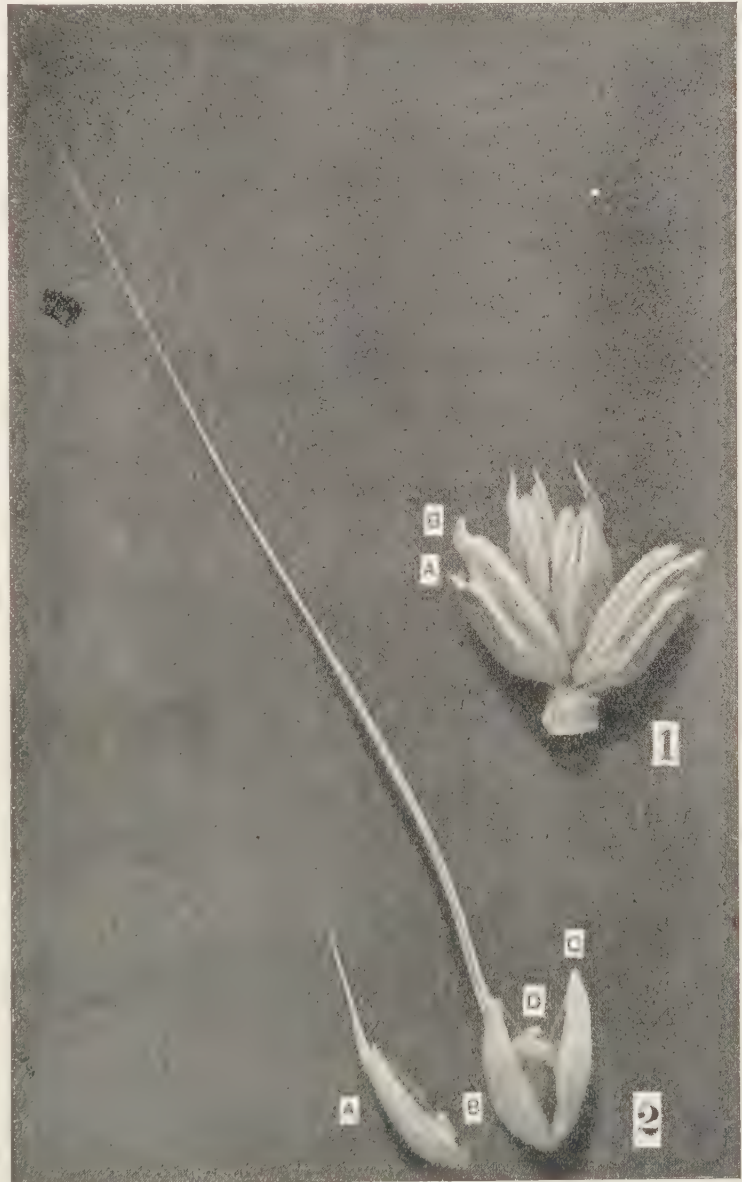
points of origin of shipments that absolute accuracy of weights is sometimes impossible to secure, it is equally true that similar conditions exist in nearly all points of destination, and the same carelessness of weights and indifference to waste of grain from cars to scales is found at destination. Shortages thus arising should be participated in by those at destination. Such a rule would work to the end that mills, elevators and dealers who have to do with unloading shipments would exercise greater care to weigh all the grain into their bins and leaving the grain in cars, and wasting the grain would stop. No such outrageous practices as leaving from one to five bushels of grain in cars to be swept from the cars by negroes and other hobos, as was witnessed by us at Galveston and reported from nearly all terminals, would longer exist.

A HEAD OF WHEAT.

As described in the bulletin of the Kentucky agricultural experiment station by H. Garman, state botanist, the head or spike of wheat is made up of

ers (Fig. 1) is fan-shaped, the individual flowers diverging somewhat from each other. If the clusters forming a row are far apart, and lie close against the axis, the spike, as a whole is flattened. But when the clusters are crowded they overlap each other and stand out from the axis, in which case the two diameters may be alike, or what is commonly the shorter, may exceed the other. In several varieties the crowding of the clusters becomes gradually greater towards the upper end of the spike so that this extremity becomes oddly widened.

Two or three lower clusters on each head of wheat are imperfect, consisting of a single flower which does not produce a seed. But farther up the number of flowers in a cluster is increased to five (Fig. 1), although only three or four of the outermost produce seeds.



A Head of Wheat.

a central axis, which is a continuation of the stem, upon which are borne the flowers from which the seed is developed. The flowers grow in regularly placed clusters, one above another, in two rows, placed on opposite sides of the axis. A single complete cluster of flow-

In the mature head of wheat the two outer flowers of a complete cluster consist each of three scales and a seed. The outermost scale (empty glum) on each is provided with a small ridge or keel on the outside, and is in the beardless varieties, rather blunt at the tip,

while in the bearded wheats the tip is formed by a short bristle (Fig. 2).

The scales next to these empty glumes are, in bearded wheats, provided with long bristles which constitute the beard (Fig. 2, B), but in the beardless wheats these bristles are represented by a short claw-like process below, which increases toward the upper end of the spike to a length of a half-inch or more. The bristle-bearing glumes enclose the seed on the outside, while the inner side of every seed is enclosed by a somewhat boat-shaped scale known as a palea (Fig. 2, C). The three scales enclosing one of the outer seeds of a cluster are shown separated from each other in Fig. 2.

Fig. 1 represents a complete flower cluster or spiklet of a beardless wheat (American bronze). A, empty outer glume; B, flowering glume. Fig. 2 represents a single flower of a bearded wheat (Pride of Genesee) with the parts separated. A, empty outer glume; B, bristle-bearing flowering glume; C, palea; D, seed.

GRAIN CARRIERS.

The Buffalo scoopers' strike cost \$1,000 an hour.

Reduced rates from Kansas City to southern points have been made effective by the Pittsburg & Gulf.

The 11,000 bushels of wet corn from the steamer Iron Age have been shipped to the Oswego, N. Y., starch factory.

The Grand Trunk Railway will be asked to carry insurance on grain transported in lighters for vessels passing through the Welland Canal.

Percival W. Clements has been appointed receiver of the Ogdensburg Transit Co., operating eight steamers between Ogdensburg, N. Y., and upper lake ports.

Rail shipments from Chicago east during the week ending May 12 aggregated 92,237 tons, against 101,062 the week previous and 102,433 a year ago. Lake lines took 72,498 tons, against 114,794 the week previous and 130,847 a year ago. Of the rail shipments 50,736 tons were composed of grain.

Sebastian Zorn and other grain men of Louisville, Ky., believe that the 25-cent rate from Kansas City to Atlanta via Memphis is an unjust discrimination against cities paying the 30-cent rate, as Louisville, St. Louis, Cincinnati and other river points. Pressure is being brought to bear on the railroad companies to have the Memphis rate increased or the Louisville rate reduced.

SHUCKS.

Scalper: "I think the market is looking up." Gone Long: "Huh! Where it is flat on its back, how could it do otherwise than look up?"

"They say," said the shoe clerk boarder, "that the severe cold has affected the wheat." "I presume," said the Cheerful Idiot, "that its ears were frost-bitten."

The Pessimistic Farmer: "I want to know what is to become of the Great Corn Belt when there horseless wagons and things gits to be all the go." The Optimistic Farmer: "Why, we'll raise corn for fuel, of course."

GRAIN TRADE OF GALVESTON.

(From a paper by John E. Bailly, General Manager of the Galveston Wharf Co., read at the Fort Worth meeting of the Texas Grain Dealers' Association.)

It is a well authenticated fact that commerce flows through channels offering least obstructions and affording greatest facilities. The Wharf Company will, in future, as in past, endeavor to remove all obstacles calculated to impede the easy and graceful movement of commerce through this Port, and at the same time create facilities adequate to the judicious, economical and prompt handling of all commerce originating in or entering the great State of Texas, at the same time realizing and recognizing the resources of the State to be varied in character, inexhaustible in quantity, and valuable beyond estimate.

Since Consul Nugent's report the Wharf Company has entered into contract to increase the capacity of Elevator "A" from 1,000,000 to 1,600,000 bushels, giving us for next season an increased storage capacity of 600,000 bushels. The elevator will be remodeled with the object of quick handling of grain through the house. Aside from the facilities afforded by the Wharf Company for prompt and satisfactory handling of grain, we must not lose sight of the efforts made by the enterprising and energetic proprietors of the Texas Star Flour Mills, which also have an elevator of 650,000 bushels capacity. This elevator has recently been remodeled, and provided with modern facilities, and in every way calculated to handle grain as judiciously, economically and satisfactorily as any house on the Gulf Coast. The proprietors of the Texas Star Mills Elevator are liberal, just and broad in their views.

We feel justified in assuring the producers of the State of Texas, a section which is capable of supporting in comfort and prosperity a population far exceeding the number of people who now live in the United States, modern and adequate facilities as the necessities may arise. It is certain that vast wealth will be created in this State within the next ten years through instrumentality of energy, the prosecution of great manufacturing, agricultural and fruit growing undertakings, the development of mining and timber interests, the establishment of commercial and industrial enterprises and the upbuilding of mighty and prosperous cities.

It will be safe to estimate that within the next five years Texas will export through the Port of Galveston over 50,000,000 bushels of grain annually.

Replying to request to furnish some data regarding the facilities at Galveston to handle grain, I will give an extract from the annual report of Consul Nugent to the British Government regarding the grain trade of the Port of Galveston. This, coming from an unbiased and disinterested source, will probably prove of more value than if emanating from one so closely identified with the interests of the Galveston Wharf Company. Consul Nugent in his Report on the Grain Trade of Galveston says: "The export trade in grain at Galveston, which is of rather recent growth, again shows an increase for 1898 over 1897, and may now be said to be second only in importance to the export trade in cotton at this port. The possibilities are great, and there is but little doubt now that Texas has entered the field as a grain-producing State the amount shipped at Galveston will increase year by year. When it is recalled that the greater portion of the surplus of cereals grown in the United States is produced west of the Mississippi, and that year by year these States produced more and more grain, and the Eastern States less and less, it may not appear visionary to say that Galveston's chances for becoming a very important grain exporting point are most favorable, owing to her close proximity to much of this surplus grain-producing area. The facilities here, as has been before pointed out in the reports from this Consulate, are excellent, and ample for a business of 50,000,000 bushels a year or more.

"During 1898 Galveston was visited by one or two Associations of grain dealers in a body and by various persons interested in the trade as individuals. The universal opinion was that the port was, both from situation and facilities, able and destined to do an immense grain shipping business. Apparently little fault has been found with cargoes of grain shipped from here. In fact, some con-

signors have requested further shipments through Galveston, owing to the good condition of the grain on its arrival at its destination. There was an increase of some 430,000 bushels storage capacity during the year, and the total is now 2,750,000 bushels, whilst another elevator of 1,000,000 bushels capacity will probably be built shortly.

"As showing the good facilities and rapid loading at this port, the following instances may be given: On the last day of November, 1898, four vessels took in 238,740 bushels of grain in 15 1-2 hours, which included about five hours necessary to shift these four vessels. Only one elevator was employed, yet one vessel took 96,000 bushels in a little over four hours. The total amount of grain shipped in 1898 was 16,055,618 bushels, as against 11,445,655 bushels in 1897. There were 10,690,586 bushels of wheat and 5,365,032 bushels of maize, as compared with 7,382,636 bushels of wheat and 4,073,019 bushels of maize in 1897. A small quantity of rye was also shipped. The increased value of the grain exported was about \$2,500,000. There were 201 full or partial cargoes of grain shipped in British vessels during 1898, as against 149 in 1897.

"It would have been out of the question to have handled the greatly increased business of Galveston had not the terminal and wharf facilities of the port been largely developed and augmented during the last few years, even during 1897, in spite of much that has been done in this direction, some friction was experienced, and blockades of railway cars were not infrequent. It speaks exceedingly well for the improvements effected during 1898, which were fore extensive than those of any other year, that the business of this season, which was far in advance of that of any other season, has been carried on without friction. The prime mover in these great improvements has been the Galveston Wharf Company, a large corporation owning, with some few exceptions, practically the whole front of the port, with its wharves, grain elevators, storage sheds, etc. The efforts of the Wharf Company have, moreover, been ably seconded by the various railway companies running into Galveston.

"It is interesting to pass in review the improvements during the last eight or ten years, which exhibit very strikingly American energy and resource. They may be said to have really started about 1890, when Congress voted the sum of \$6,500,000 for the purpose of improving the entrance to the harbor of Galveston. The contrast between the state of affairs as regards shipping facilities then and now is most striking. Today the actual berth room for vessels is more than double what it was in 1890, and as the ships are much larger in capacity than formerly, and now obtain much quicker despatch, the facilities for shipping may be said to be quadruple what they were eight years ago. In 1890 there were no grain elevators here, except a small one at the flour mills, used for purely local business. Today there are three large elevators for export trade, as well as two smaller ones, with an aggregate capacity of 2,750,000 bushels, and able to do a business of over 50,000,000 bushels a year. In 1890 there were 17 blocks of straight wharf frontage, some 5,000 feet in length. None of the wharves were quayed and there were no slips for small craft. Since that time four large quayed wharves have been built, one on the west side of the wharf front, and three on the east, while another of similar character is in course of construction at the west end. These new wharves are capable of accommodating as many vessels as all the rest of the wharf frontage combined, and the sidings and general arrangements are such as to reduce the time and expense of loading vessels to a minimum. In 1890 the storage facilities on the wharf front were few and unsatisfactory. With the exception of the piers used by the coastwise lines, all the wharves were open and the storage of freight under tarpaulins both dangerous and troublesome. Today every pier is covered in with sheds, which are substantially built and fitted with water hydrants in case of fire. Freight from ship to car and from car to ship never need come in contact with mud or water, whilst there is accommodation for over 1,000,000 bales of cotton at one time. One of the most striking improvements effected was the change of the system of trackage, which was accomplished by the Wharf Company in 1893. Without this the expansion of wharfage would have been useless, and its value is readily appreciated by the railway and shipping interests of Galveston."

SHOULD MEMBERS BUY FREELY FROM MEN WHO FAIL OR RE- FUUSE TO CO-OPERATE WITH US?

(From a paper by E. H. McClure, of Dallas, read at the Fort Worth meeting of the Texas Grain Dealers.)

So far as the writer is able to discern, there is but one question for discussion on this subject. It appears that the only question raised is found in "freely." As to whether or not members of this association should buy, at all, from grain men who fail or refuse to co-operate with us, there is but one answer which from business necessity must inevitably be in the affirmative.

As to whether or not we should buy "freely" from non-members is another question. So far as the writer is informed there are very few firms who are in position to sell "freely" who are not members of this association and in full accord with its every act and purpose.

To discuss the question suggested by the title given to this paper is to discuss the merit and advisability of the existence of this Association. To say that members of the Association should buy "freely" from grain men who fail or refuse to co-operate with us is to acknowledge that the purposes and ends for which this association was created are non-essential to the good of our business, and that the Association has been impotent to extend to its members the benefits for which the organizers and projectors of the institution have striven.

As I understand it, the purposes which were pre-eminent in the minds of the founders of this Association were: To promote among the grain dealers of this state a more united and friendly spirit, intertwined with that sentiment, in common, which is only possible where men engaged in the same vocation, enjoying the same business blessings and suffering the same business ills; sharing the same fortune, and misfortune, are brought together with one purpose foremost in the desires of all: that of building up and rendering more profitable to themselves and of more importance to the commercial economy of the country, the business in which they are engaged.

At the time of the organization of this Association there were rife in this state, as well as in many others in which Texas grain men were shipping, various kinds of abuses and improper practices not to say dishonorable and disreputable methods of doing business, both on the part of a certain class of grain dealers as well as on the part of customers.

So far as I can learn, many of these abuses have been abated and in some cases entirely eliminated by the restraining and elevating influence of this Association. The old and time-honored adage that "In union there is strength," is not less applicable to this Association in its efforts to cure evils which had grown to be a menace to the grain business, than it is to the union of others, be they smaller or greater in number and influence.

One reason that might be suggested as to why it is not advisable for members of this Association to buy "freely" from grain men who fail or refuse to co-operate with us, is that, in selling to us, non-members have no restraint upon them to prevent their shipping grain inferior to that sold or involving more than their car will weigh out.

There is in my judgment no member in this Association who would be guilty of either of these dishonorable methods of doing business; but should he do so by inadvertence or otherwise, he is bound, according to the constitution and by-laws of this organization, and should it become necessary can be compelled by the authority vested in the Association, to make proper reparation for the injury done. Such is not the case in dealing with non-members.

If an over zealous member of the craft takes issue with me in my assertion that the above mentioned sort of people are to be found in the grain business, in defense of my position I point to the fact of this Association's existence and say, that this alone bears out the suggestion that matters of this kind have from time to time engaged the attention of the grain dealers of this state, and that they have found the commercial laws of the land, either, inadequate or the method of invoking them impracticable and unsatisfactory and have, in consequence, undertaken to establish for themselves a Court of Redress where they can with impunity ask

the aid and counsel of their friends and fellow sufferers, if you please.

At the present time, as I understand the by-laws of this institution, if a seller ships to a buyer grain inferior to that which he sold, or his weights prove short of those invoiced, he is required, by this Association, upon the production of documentary and satisfactory evidence of the facts, to make good the loss to the buyer on account of the misgrade of the grain or the shortage occurring in weights.

In my humble opinion, the men are few who would not prefer to submit a matter of this kind to a Committee of Arbitration, composed of five practical and honorable grain men, rather than to trust it to the slow grinding and technical process of adjustment in the courts.

Scattered through the pages of history from the early chronicles of the Anglo-Saxon and English peoples down to the present time, we find that men have deemed it wise to organize themselves into guilds and associations for their mutual benefit and protection. And from what we can learn they have seemed to incline to the belief that it is to their best interest as well as to the best interest of their organization to favor their fellows in business at all times, all things being equal. It will occur, I am sure, to every one present that it is essential not only to the usefulness but to the very life of this association that its members do not "Buy Freely From Grain Men Who Fail or Refuse to Co-operate With Us."

CONSTITUTION AND BY-LAWS OF THE GRAIN DEALERS' NA- TIONAL ASSOCIATION.

PREAMBLE.

We, the undersigned, being regularly engaged in the buying and selling of grain, and recognizing the necessity of a national association of grain dealers, do hereby associate ourselves in an organization, the object of which shall be the advancement and protection of the common interests of those regularly engaged in the grain business, the formulating of rules for the transaction of business and the promotion of friendly relations among legitimate grain men of the country; for the furtherance of that purpose we hereby create and establish this constitution.

CONSTITUTION.

Article I.—Name.

Section 1. The name of this organization shall be the Grain Dealers' National Association.

Article II.—Membership.

Section 1. There shall be two kinds of members, regular and attached. The regular members shall be given membership regardless of their membership in any other organization; the attached members shall obtain membership by reason of their membership in an organization affiliated with this association.

Sec. 2. Any person, firm or corporation operating a grain elevator, and engaging in the buying and selling of grain continuously, may become a regular member of this association; also any person, firm or corporation who has engaged in the buying and selling of grain continuously at one station for a period of two years, yet has no elevator, may, upon the recommendation of two persons, firms or corporations operating grain elevators at the same or nearby stations, be admitted to regular membership.

Sec. 3. Regular grain receivers and track buyers who do not sell grain nor buy grain from grain scalpers, irregular grain dealers, transient grain buyers, or scoop shovel men, may be admitted to regular membership on the payment of the regular fees, and shall be rated the same as the owner of one elevator.

Sec. 4. Others may be admitted to honorary membership, if favored by a majority of the board of directors, and upon payment of the initiation fee. Honorary members shall pay dues to the amount of \$5 per annum and not be subject to assessment.

Sec. 5. No person, firm, or corporation shall be admitted to regular membership in this association unless he or it shall receive a three-fourths vote of the whole board of directors. All members shall subscribe to this constitution and by-laws.

Sec. 6. Any person, firm or corporation, by virtue of being elected to membership in any state, district or local association, which is a member of this organization, under rules not in violation of this constitution and by-laws, will be an attached member of this association.

Article III.—Officers.

Section 1. The officers of this association shall be a president, first vice-president, second vice-president, treasurer, secretary, and a board of directors, composed of the president, secretary, one director at large (not a member of any state, district or local association), and one director from each state having ten or more members.

Sec. 2. In case a vacancy shall occur in the office of president, first or second vice-president, treasurer, secretary, and the one director at large, the board of directors shall fill the same by appointment, to serve until the next regular election.

Sec. 3. A vacancy occurring on the board of directors elected by any state, district, or local association, it shall be filled by the association or the members residing in that state, electing one to serve until the next regular election.

Sec. 4. The election of officers shall be held at each annual meeting, and they shall hold office for the term of one year, or until their successors have been duly elected and have qualified.

Article IV.—Duties of Officers.

Section 1. It shall be the duty of the president to preside at all meetings of the association and board of directors, have a general supervision of the work of the association and sign all orders drawn on the treasurer by the secretary.

Sec. 2. In the absence of the president, the first vice-president shall preside at all meetings of the association, and in the absence of both, the second vice-president shall preside, and in the absence of all three, the members shall choose some member to act during the meeting.

Sec. 3. It shall be the duty of the secretary to record and preserve the minutes of all meetings of the association and of the board of directors. He shall conduct all correspondence, issue all notices of meetings to state, district and local association secretaries and regular members. He shall make a full report of the work of the association at each annual meeting, keep state, district and local secretaries and regular members informed of what is being done between meetings, and any other duties required of him by the board of directors. He shall collect all membership fees and dues due this association from state, district or local associations or regular members and turn over all moneys to the treasurer of this association.

Sec. 4. It shall be the duty of the treasurer to have charge of all moneys of the association, and pay out the same only upon orders signed by the president and the secretary. He shall report the condition of the finances at each annual meeting of the association.

Sec. 5. It shall be the duty of the board of directors to look after the interests of the association between all meetings; follow the general policy outlined by the members at the annual meetings, transact the necessary business of the association, investigate all complaints that may come before them and work for their adjustment, make an annual investigation of the books of the treasurer and the secretary. They shall have judicial power over all state, district and local associations and regular members, act as a board of appeals and arbitration, and have all other powers delegated to them by this constitution and by-laws.

Sec. 6. A majority vote of the whole number of the board of directors present at a meeting, or a vote by mail to the secretary, shall be valid action of the board.

Article V.—Committees.

Section 1. There shall be an executive committee composed of the president, secretary and three members of the board of directors, to be elected by the board of directors.

Sec. 2. The president shall appoint a standing committee on transportation of five members of this association, and such other standing committees as shall be authorized by the board of directors, or by the members at any annual meeting.

Article VI.—Local Associations.

Section 1. Any state, district or local association composed of twenty-five members or more may be admitted to membership in this association by a three-fourths vote of the board of directors.

Sec. 2. Such association so admitted shall be accorded full executive, judicial and legislative powers, and all other requirements necessary for the control of itself and members within its prescribed territory, not in violation of any of the provisions of this constitution and by-laws, nor inconsistent with any acts of this association.

Sec. 3. State, district or local associations shall be entitled to be represented in the meetings of the National Association in the following manner: One delegate for each twenty members, and one delegate for each fraction of twenty members remaining. The delegates shall be entitled to cast one vote for each member they represent.

Sec. 4. Each state, district or local association shall elect delegates to all meetings of this association, and the credentials of each delegate shall show the number of members he represents.

Sec. 5. Any member of this association not connected with a state, district or local association is entitled to attend all meetings of this association, and may cast one vote.

Sec. 6. When a state, district or local association is admitted to membership in this association, all regular members of this body doing business in its territory may be assigned to such association without an additional membership fee to this association.

Sec. 7. All applications for regular membership coming from any territory under the jurisdiction of a local association shall be referred to such association, and to secure membership in this association the applicant must comply with all the laws of that state, district or local association in whose territory he does business.

Sec. 8. Each state, district and local association or regular member shall be governed in all matters pertaining to this association by the board of directors; failure to obey the orders of the board shall make them liable to expulsion or suspension by the board, subject to an appeal to the members at the annual meeting.

Article VII.—Amendments.

Section 1. This constitution may be altered or amended by a two-thirds vote of the members of the board of directors, subject to an affirmative vote of two-thirds of the voting power present at the next annual meeting of the association. Alterations or amendments made by the board of directors shall take effect at such time as they may designate and be in full force until approved or rejected by the members at the annual meeting, as hereinbefore provided. Notices of any alteration or amendments made by the board of directors shall be mailed to each state, district or local association secretary and to each regular member thirty days prior to the annual meeting.

Article VIII.

Section 1. This association reserves unto itself all of its inherent powers to repeal, add to, revise and control all actions of itself, executive, judicial and legislative, by a two-thirds vote of the members represented at any regular meeting of the association.

BY-LAWS.

Article I.—Meeting.

Section 1. There shall be annual meetings of this association, subject as to time and place to the call of the board of directors.

Sec. 2. A quorum shall consist of delegates and regular members present, or by proxy, representing a majority of the members.

Sec. 3. The board of directors shall meet quarterly or at such time and place as they may decide upon.

Article II.—Expenses of Officers.

Section 1. This association shall pay the traveling and hotel expenses of the president, vice-presidents, treasurer, secretary and the directors at large to all meetings of the association, board of directors, or any committee. Each state, district or local association shall pay all traveling and hotel expenses of its director and delegates to all meetings of the association and board of directors.

Sec. 2. This association shall pay the traveling and hotel expenses of all officers, directors and members of standing committees, when called to special meetings.

Article III.—Salary and Bond.

Section 1. The secretary shall receive a salary of \$1,000 per year.

Sec. 2. The treasurer shall give bond in the sum of \$5,000.

Article IV.—Fees and Dues.

Section 1. Applications for regular membership, accompanied by an initiation fee of \$10, shall be made to the secretary and submitted to the board of directors. If re-

ceiving the vote of three-fourths of the whole board of directors, the applicant shall be admitted to membership. If the applicant is not elected to membership, his fee shall be returned to him.

Sec. 2. Applications for membership by a state, district or local association in this organization must be accompanied by a fee of \$2 for each person, firm or corporation not already a regular member of this association. If application is not accepted, the fees shall be returned to the proper party.

Sec. 3. The annual dues for regular members shall be \$5, payable in advance; half January 1, half July 1. Members who list more than one house shall pay in addition to the annual dues an annual fee for each house at the following rates: \$1 each for the first ten houses; 75 cents for each house in excess of ten and not over twenty, and 50 cents each for all houses in excess of twenty.

Sec. 4. The initiation fee for membership in this association for all new members who shall join any state, district or local association shall be \$2, in addition to the membership fees required by such association, and such fee, together with the name, location and number of elevators operated, shall be forwarded to the secretary of this association by the local association's secretary.

Sec. 5. The annual dues for members of any state, district or local association in this association shall be \$2, to be collected semi-annually, in advance to January 1 of each year, by the secretary of the local association, and forwarded to the secretary of this association with the names of those who have paid.

Article V.—Complaints.

Section 1. All the complaints or grievances of a national character should come to the secretary of this association from the secretaries of the local associations, unless the complaining member is a regular member, in which case it can be made direct to the secretary.

Sec. 2. All complaints and grievances submitted shall receive the prompt attention of the secretary, and, if necessary, referred to the executive committee, which shall make a thorough investigation of the case.

Sec. 3. Appeal from the action of the secretary, executive committee or any other officer of this association may be made to the board of directors.

Article VI.—Arrears.

Section 1. Any state, district or local association or regular member who is six months in arrears for dues may be suspended from any benefits or representation in the association.

Sec. 2. It shall be the duties of all members to aid in protecting the interests of every member of this association.

Sec. 3. Any member of a state, district or local association, suspended or expelled for any cause, under the laws of said association, shall be recorded the same in this association; provided, however, if the offense is not in violation of this constitution and by-laws, the member may appeal to the board of directors of this association.

Article VII.—Amendments.

Section 1. These by-laws may be altered or amended by a two-thirds vote in the affirmative of the members of the board of directors, or by a vote in the affirmative of a majority of the members present at any meeting.

A Chicago commission man tells the following: About three years ago a customer of ours in the southern part of the state consigned us a car of wheat. This car of wheat was in a damp condition and on arrival was sweating. We thought the best thing we could do would be to dispose of it at once, which we did, and got 43 cents a bushel.

We immediately notified our customer what we had done. He wired back, "I have been robbed; am coming to Chicago." We went to the man we had sold to, asking him to cancel the sale, which he seemed very glad to do. On the arrival of our customer we had his wheat in our possession and told him it was at his disposal. The best offer he was able to get on it was 39 cents, so he shipped it back home, a wiser man.

COBS.

May is the wheat harvest month for Texas, Algeria, Central Asia, China, Japan and Morocco.

The elevator and mill of Byers & Lewis at Honey Brook, Pa., were burned April 27, with 10,000 bushels of grain. Loss, \$15,000; partly insured.

The Atlantic & Lake Superior Railway Co., of Paspebiac, Quebec, will build a 1,500,000-bushel elevator at Bristol, Eng.

Consul Fowler, of Chee Foo, China, has wired the Government for bids on 60,000 bushels of the best yellow shelled corn to be delivered at Chee Foo.

Argentine shipments up to May, 6 have been 23,500,000 bushels of wheat, against 18,500,000 bushels for the corresponding period of the preceding crop.

The reports to the department of agriculture on the foreign crops are favorable. The Argentine crop is estimated at 70,000,000, of which 45,000,000 to 55,000,000 bushels will be available for export.

A single large cattle feeder of Central City, Neb., has had in his feed yards during last summer 14,000 head of cattle, and it was necessary for him to use \$750,000 to purchase stock and feed and carry on his operations for the one year.

A Chicago daily has recently devoted two columns of its supposed valuable space on its first page to a company which proposes to best Wall street by the use of a correct mechanical device, by which they can tell to a dead certainty when the market will rise or fall.

The "Farmer Commission House" is circulating a pamphlet showing that the Chicago Board of Trade is indispensable and a benefit to the grower. The methods of the bucket shops are exposed and the public is cautioned against these concerns, which, under the guise of respectability, have been established in the smaller cities and towns.

"Hold your wheat" is the slogan of Southern Kansas farmers who have formed a combination to set aside the laws of supply and demand. A. W. Smith, the farmer-politician of McPherson county, is the originator of the scheme. The headquarters of the trust are to be at Wichita. It is said 200 farmers have signed a bond not to sell their wheat under any circumstances until the association gives the word.

Exports of breadstuffs during the six months ending with April, as reported by O. P. Austin, chief of the bureau of statistics, included 121,767,000 bushels of wheat; 140,595,000 of corn; 21,540,000 of oats; 8,890,000 of rye, and 1,905,000 of barley; compared with 121,228,000 bushels of wheat; 161,666,000 of corn; 55,923,000 of oats; 11,672,000 of rye, and 10,351,000 of barley, for the corresponding period ending with April, 1898.

The steppe regions bordering on the western section of the Siberian Railway five years ago required 100,000 tons of grain per annum; now they are able to export 70,000 tons. It is proposed to spend \$4,000,000 in developing traffic during the next few years. Heavier rails and side tracks are to be laid; and 1,429 bridges reconstructed. The average speed of trains, which is now 13 miles per hour is to be increased to 33 miles per hour.

ANNUAL MEETING OF TEXAS DEALERS.

As was announced at the close of our account of the first session of the annual meeting of the Texas Grain Dealers' Association published in the last number we give the following account of the other sessions, as reported by our own representative:

MONDAY EVENING SESSION.

President Harrison called the meeting to order at 8:30 p. m., and G. J. Gibbs of Clifton read a paper on "Should Members Buy Freely from Grain Men Who Fail or Refuse to Co-operate With Us?" from which we take the following:

Should Members Buy From Non-Members?

The Texas Grain Dealers' Association has just closed its labors for the first year of its existence, and today has an active membership of over one hundred. This membership is made up from the best and most reliable dealers and millers to be found in the Lone Star state. Our state has been without uniform inspection rules, and heretofore the matter of grades has been one of the most difficult questions to confront the reliable dealer, and this, too, whether he entered the market as buyer or seller. From the beginning of the labors of our association, the officers and Executive committee have given this matter especial attention, and it is our hope that, through our labors, Texas will soon have efficient rules pertaining to the matter of grading grain; so that when grain of a certain grade is offered by a member of this association, the purchaser may feel assured of getting that which he agrees to buy. It is equally desirable that when the member buys he should get the grade promised.

The frequent shortage in weights has also caused much trouble among the dealers of this state. Our association has given this matter careful and earnest attention from the very beginning of our labors, and today we are prepared to say that the member of this association, in good standing, can have his invoices accepted and drafts paid now, with more satisfaction than formerly. This results from the fact that we have given all complaints careful attention and prompt investigation, and where the fault has been traced to a member he has been required in all instances to comply with our rules; failing to do so he has been dropped from the roll of the association.

A great portion of the grain in Texas is sold by men who are not legitimate dealers, that is, not regular grain dealers. They may be the best of men, but in many instances they are not experts as to the different grades. When ready to sell their invariable custom is to find the highest bidder, and promise everything. Now, when trouble arises at destination about weight or grade, the seller furnishes us with the statement of Tom, Dick and Harry that it was the very best car of grain ever loaded in that section; that the particular thresher-man will swear to the excellent quality of the particular car and so on. These troubles the association desires to overcome, and this we can best do by dealing only with such persons as are willing to abide by the rules we have established. These rules or regulations can and will meet the earnest approval of all merchants and dealers who desire to conduct a legitimate business. We have provided a system of arbitration, both for use among members of the association, and also to be employed between members and those not members, when differences may arise. I give it as my opinion that all should gladly submit to arbitration, whether members or not, for this association can not afford to make wrong decisions.

All the evils of the grain business are not found at the originating point, nor are they all confined to the point of destination. Where complaints have been made at destination we have promptly investigated, and when our officers have found the error with the shipper they have not hesitated to report so. This method of our association should be a guaranty in every quarter of our good faith. All reputable dealers in grain should co-operate with us to correct evils, for in union there is strength. The more good dealers that are members of this association the greater will be its power for good.

If the members of this association will refrain from doing business with all persons who refuse to co-operate with us, the time will soon come when our influence will be felt, not only in Texas, but without the bounds of the state.

Our rules and regulations look to establishing absolute fairness between buyers and sellers of grain, and for this reason we should keep our transactions as much as possible within the hands of those who will faithfully observe such regulations. When any person, either as buyer or seller, refuses to co-operate with us, it would appear that such person does not approve of these regulations, and I would be inclined to doubt the final outcome of any transaction with such person. We demand only that those who sell to us shall deliver that which they sell according to contract, and when we sell we ask nothing more.

Our motto is: Fill your trades according to contract. This motto is applicable to every one who buys and sells grain in Texas, and all dealers should confine their business as much as possible to those who are willing to abide by the equitable rules and requirements of the Texas Grain Dealers' Association.

Eugene Early offered a resolution against transient buyers, as follows:

In view of the fact that there are in the State of Texas many persons buying and selling grain from time to time, and styling themselves grain dealers, while in fact they are only using grain as a side line when they have nothing else to do (and this is more applicable to cotton buyers who use grain as a pick-up for summer employment, and slaughter the business both in buying and selling, much to the detriment of the grain business); and,

Whereas, Many of these so called summer grain dealers are wholly irresponsible, and beat the purchaser in many and divers ways, we, the members of the Texas Grain Dealers' Association in convention assembled,

Resolved, That we will not buy grain in car lots from any person, firm or corporation, either by sample or representation, at stations on the different railroads in Texas unless such person, firm or corporation be a member of the Texas Grain Dealers' Association in good standing, and will agree on all sales to abide by the rules and regulations in force and effect governing the said Grain Dealers' Association, settling all differences that may arise between its members. And any member buying grain from any non-member of the association shall be deemed guilty of violating the rules of the association, and any disputes or differences that may arise from such purchases shall not be entitled to any hearing or settlement by any of the committees of this association.

Resolved, However, That the above resolution shall not restrict members of the association from employing non-members on a salary or on commission to work for such members, giving employment exclusively. And all business transacted by such employees shall be private business of the persons employing such non-members. And no business arising from such employment shall be admissible to any adjustment by this association.

H. B. Dorsey spoke against the resolution and asked that Mr. Belew be requested to reread his paper on "Should Members Buy Freely from Dealers Who Fail or Refuse to Join With Us?" L. G. Belew of Pilot Point then reread the following paper:

Mr. Belew's Paper.

There has never been a greater disposition on the part of the business world to unite along the lines of common interest. It is an established fact that organization gives protection which can not be had through any other source. It is also a known fact that while the business people of the country of like interest are organizing, the people were never more aroused and the law makers never labored more enthusiastically to enact laws against combines and trusts. So it stands to reason, whatever we do should be marked by prudence, and only conservative measures should be enacted by us in our organization.

If we want to accomplish the most good by organization, there is no doubt but what it is necessary to have all men who are engaged in the grain business associated with us. From innumerable standpoints we can see that we should, so far as is possible, confine our buying to members of the association. The member when he sells us understands that he is to protect us from any loss by his negligence, errors or oversights; the commodity must be what he sells, or he must stand the loss. With the non-member sells us this is not the case. Law suits are not sought; they are expensive and uncertain,

and it matters not how the verdict reads, nine times in ten both parties are losers. This caution will have a good tendency; it will make all dealers more careful as to what they buy and from whom. It benefits the farmer who markets his grain in a merchantable condition.

I do not believe in publicly proscribing or boycotting, and do not think it well to pass any resolutions along this line. It seems better for each member to have before him a list of members of the association. The prudent member will at all times place his orders with such dealers as are members of the association, when all other things are equal.

When we know that a car of grain will be delivered of the quality we have bought, we can handle it on a closer margin, and it is a more satisfactory transaction; for we know that in the event of a difference arising it can be adjusted without cost by our Arbitration Committee and upon a more equitable basis than by a jury of average men, who do not know all the intricacies of the grain business. This subject will not admit of brevity, nor abridgement, for when we show a preference to do business with one man over another we must have a good reason, or our organization will be condemned by the unthinking, casual observer.

All the important steps should be marked by cool and unbiased thought, and in this way we can hope to correct the many evils and annoyances by which a grain dealer is surrounded. Every member should be a law unto himself, but at all times willing to sacrifice something for the common good of the association. Thus our object should be to increase our membership, and to deal with members as far as possible and practicable. I can conceive of no better method to add to our number than for each individual member to show a preference as to where he places his orders; withhold nothing from the association which would protect its members. It is a wrong idea to conclude that a business in order to succeed must have superior advantages over competition. Fair play and fair dealing should characterize all our transactions.

After the reading of the paper J. P. Harrison spoke against the cotton buyer who comes into the market for a month or two, but in favor of tolerating the local merchants who buy several cars a season.

J. A. Hughes of Howe moved that the entire subject be laid on the table. Carried.

J. P. Harrison suggested the appointment of a committee of two to draft a telegram to the State Legislature protesting against the enactment of that clause of the Arkansas trust law which interferes with the insurance business.

E. H. McClure, A. S. Lewis and others spoke against the motion and it was voted down.

Upon motion Mr. Belew's paper was adopted as an expression of the sense of the meeting.

J. Howard Ardrey, Chairman of the Committee on Shortage Claims, reported the following resolution for the rest of the committee, but dissented from the resolution:

Resolved, That we guarantee our weights within one per cent. of invoice except under special contract.

The motion was laid on the table subject to call.

W. E. Werkheiser, Chairman of the Committee on Sight Drafts, reported the following:

Sight Draft Resolutions.

We, your committee appointed to draft resolutions on the subject whether or not demand drafts shall be drawn against grain shipments, beg to present the following:

Whereas, All the principal grain producing sections in the United States ship grain with demand drafts drawn against such shipments, and, whereas, when grain shippers of Texas are compelled to be buyers of grain in markets without the state and are compelled to honor demand drafts on such purchases, when shippers are entitled to and by right should have the benefit of such rule, and, therefore, be it

Resolved, That hereafter the members of the Texas Grain Dealers' Association make shipments subject to demand.

The resolutions were laid on the table subject to call, and the convention then adjourned to meet 9 a. m., Wednesday, and the dealers and their friends made way to the banquet hall.

THE BANQUET.

The grain dealers and merchants of Ft. Worth tendered the visiting dealers a banquet on the evening of the first day of the convention. About seventy-five gathered around the tables in the commodious dining room of Hotel Worth, and after partaking of a sumptuous repast, President Harrison called the banqueters to order and asked Judge Flournoy of Ft. Worth to address the members.

Judge Flournoy was followed by the secretary of the Grain Dealers' National Association: I want to compliment the Texas dealers on the remarkable growth attained by their young association and the splendid program prepared. The committee reports show that much work has been done by each committee to advance the common interests of all. Much good has

purpose of erecting a flour mill and handling grain in Galveston, nearly everybody considered it an unwise undertaking and prophesied a failure. They especially pointed out that grain cannot be kept in condition in our climate any length of time. This opinion prevailed up to the last few years. Even in 1890 the St. Louis millers, when arguing their case of Texas differential before the Interstate Commerce Commission, contended that "From climatic reasons Texas will never be a wheat state," to which I then replied: The United States agricultural returns show that in 1880 Texas, then about commencing to develop the culture of wheat, raised 2,567,737 bushels, when Missouri during the same year raised 24,966,627 bushels of the same cereal. Nine years later (in 1889) the Missouri wheat crop dropped down to 20,639,000

The result of it was, that it was given up as not being a desirable and practical business for our port. The first successful attempt which has proven a complete success and which was the entering wedge for the immense and increasing grain business through this port, was the shipment of about 50,000 bushels of corn per steamship "Propitious" to Liverpool on the 5th of May, 1890, by the Texas Star Flour Mills. It was a gala day for Galveston.

From this time on grain shipments continued to move via Galveston to foreign countries, but in limited quantities. The shallow water on the bar and the consequent lighterage was a great and expensive barrier to grain exports, but as soon as our Government made the liberal appropriation of over six millions for the improvement on Galveston bar, and this



Texas Grain Dealers at Fort Worth, May 9, 1890. Fotograf by C. L. Swartz, Ft. Worth, Tex.

been done. The papers show careful consideration of the problems which confront the dealers of this state and an earnest effort to provide effective remedies.

Others were called for, but the dealers commenced to depart and the first banquet of the Texas Association was at an end.

TUESDAY MORNING.

After a number of members reported the condition of the growing grain in their districts the meeting was called to order by President Harrison at 9:45 a. m.

The rules governing wheat purchases adopted by the Texas Millers' Association were read.

Secretary Crenshaw read an interesting paper by John E. Bailey, manager of the Galveston Wharf Co., on "Galveston as a Grain Port," which is published elsewhere in this number.

A paper on "Texas as a Grain State," by J. Reymershoffer, President of the Texas Star Flour Mills, was also read. We take the following from it:

Texas as a Grain State.

So late in the history of Texas as nearing the end of the seventies, the general opinion prevailed that our state would not produce small grain, and when in 1878 the Texas Star Flour Mills, organized for the

bushels, while Texas nearly trebled its production, Government returns for that year showing 6,189,000 bushels of wheat raised in our State. You all know that we reached the 10,000,000 bushel mark several years ago, and that our State is capable of reaching and even surpassing the amount of the wheat crop of Missouri.

As to the keeping qualities of grain in our climate it hardly requires any argument now, it has been demonstrated year after year that not the climate but the condition of the grain determines its keeping quality. The statement of a grain exporter now offering corn to European markets, that it is "Texas" corn that will bring him a better price, it having become a well known fact that Texas corn is dryer, better matured, not frosted, etc.; therefore the contention of years ago "Texas not being a grain State" and that "The climatic influences are in the way of growing, handling and storing of grain in our state" are baseless and wrong.

The pioneers of the grain export business from Galveston were Messrs. Hurley & Webster. In 1874 and 1875 they made several shipments of grain to England, which ventures, however, proved not at all satisfactory, some shipments having reached destination in fair condition, but others did not, for the reason that the business was new, unknown and not experienced.

great work was well under way by the Government engineers, the directory of the Galveston Wharf Co. recognized the necessity of more grain elevator facilities, and erected a million bushel elevator, later on another of 650,000 bushels; the Star Mills then followed with an enlargement of their elevator to 650,000 bushels, and now the Wharf Company is increasing their large elevator to 1,600,000 bushels capacity, so that for the next grain season Galveston will have an equipment in grain elevators of very near three million bushels, and can be considered as one of the best and cheapest grain ports of the United States, and I can add, of the world. The entire terminal charges on grain from railroad cars to ship, including storage, wharfage, handling, weighing, etc., is 1 cent per bushel, and the vessel pays no dock nor other port dues, which is not the case in most all other ports.

Mr. Gibbs moved that a vote of thanks be tendered Mr. Bailey, Mr. Reymershoffer and Mr. Robinson for the able papers presented.

A. S. Lewis, Chairman of the Auditing Committee, reported that they had not had books and vouchers to check up the report, but were assured by the secretary that he had checked over the report and it was correct. The committee made some facetious suggestions regarding the keep-

ing of the accounts and the funds. The report was adopted.

A motion to have a list of the members of the association printed in pamphlet form, together with a statement of the principles of the association, was carried.

The Committee on Grades recommended rules, which were adopted, but at the afternoon session a clause providing for a Classification Committee was ordered stricken out. The rules as changed are:

Grades for Texas Oats.

We, your committee appointed on grades of Texas oats, beg to recommend the adoption of the following:

Red Rust Proof No. 1 to be choice bright, free from black or white grains, well cleaned, sound, free from other grains, and to weigh not less than 30 pounds to the measured bushel.

No. 2 to be medium bright, sound, reasonably clean, free from other grains, slightly mixed with white or black grains, and to weigh not less than 28 pounds to the measured bushel.

No. 3 to be slightly stained or weather-beaten, sound, moderately clean, slightly mixed with black or white grains, and to weigh net less than 26 pounds to the measured bushel.

No. 4 to be slightly musty, dirty, damp, light weight, or from any other cause unfit to grade No. 3.

Rejected, to be oats that are hot, wet, musty or in a damaged condition.

Mixed oats to be of same description as above, but to admit of a greater mixture of black or white grains.

We further recommend that the grade of corn and wheat of the Galveston Board of Trade be adopted.

J. R. Pennington, Ardmore, I. T.: Many benefits are secured for the Texas members, but denied to the Indian Territory members. I am going to continue paying dues in this association and I want to meet with you, but we want all the benefits we can get.

It was suggested that the Territory members be given representation on the committees and help to see what can be done for members in the Territory.

After a lengthy debate of the millers' grades, it was decided, upon motion by Mr. Lewis, to proceed to the election of officers by ballot. The following were elected:

President—J. P. Harrison, Sherman, Tex.
First Vice-President—Eugene Early, Waco, Tex.

Second Vice-President—G. J. Gibbs, Clifton, Tex.

Secretary—E. H. Crenshaw, Ft. Worth, Tex.

Treasurer—P. T. Andrews, Ft. Worth, Tex.

Executive Committee—J. P. Harrison, Eugene Early, E. H. Crenshaw, P. T. Andrews, C. F. Witherspoon of Denton, L. G. Belew of Pilot Point and W. W. Majors of Midlothian.

Arbitration Committee—A. S. Lewis, Weatherford; P. T. Andrews, Ft. Worth; J. T. Stark, Plano; J. Howard Ardrey, Godley, and T. M. Sleeper, Waxahatchie.

George Diehl of the Texas Brewing Co., was called for and extended an invitation to the members to visit the company's plant.

Mr. Witherspoon moved that the invitation be accepted. Carried by a rising vote.

A communication from the secretary of the Texas Millers' Association, stating that a quorum of the executive committee had failed to report, hence the conference between the executive committees must be postponed, was read.

The convention then adjourned to 1:30 p. m.

TUESDAY AFTERNOON.

Meeting called to order at 2:45 and the president appointed the following committees:

Transportation Committee—W. E. Werkheiser, Temple; C. F. Gribble, W. O. Brackett and J. P. Harrison, Sherman.

Insurance Committee—H. B. Dorsey, Weatherford, and E. H. McClure, Dallas.

Auditing Committee—M. F. Smith, Howe; W. A. Bowie, Weatherford, and J. J. Russell, Plano.

Legislative Committee—J. A. Hughes, Howe; H. B. Dorsey, Weatherford, and E. H. McClure, Dallas.

That portion of the report of the Committee on Grades providing for a special Classification Committee presented at the morning session was ordered stricken out.

The Texas Trade Review asked to be made the official organ of the association, but the motion was killed by a unanimous vote.

Mr. Dorsey suggested that the members organize a company to buy and export the grain of members, because the exporters are now bidding the farmers, corn sheller men and other irregular shippers. He complained that the exporters were bidding anybody and everybody.

E. H. McClure of Dallas introduced the following resolution, which, after being amended by Mr. Werkheiser, was adopted.

Docking at Terminals.

Whereas, It is a well-known practice of all terminal elevators at terminals to dock the actual weight of all grain received by them 4 pounds per thousand, and,

Whereas, This is manifestly unjust to the grain dealers shipping grain to this point; therefore, be it

Resolved, That it is the sense of this body that the said practice should be discontinued and that the proper officer or committee be instructed to convey the import of this resolution to the said elevators and that the necessary authority be delegated to said officer or committee to bring to bear all proper influences to abate this unfortunate state of affairs.

Mr. Patrick, Gainesville: We are being charged \$1 a car on all export grain shipped to Galveston from points without the state. This is an unfair discrimination. I would like the association to use its influence to have it stopped.

Mr. Pennington, Ardmore, I. T., also complained that he was being taxed \$1 and would like relief.

E. H. Crenshaw: The charge is made by the Wharf Co. to the railroads for the use of its track in Galveston. It is a local charge with which the interior shipper has nothing to do, and when he sells, delivered at Galveston he should not be required to pay the charge.

E. H. McClure and T. M. Sleeper were appointed a committee to draft resolutions relating to the charge.

W. E. Werkheiser presented the following resolution, which was adopted:

Sweeping Cars at Terminals.

Whereas, It is the custom of terminal elevators at Galveston to leave more or less grain in cars by not sweeping them; therefore, be it

Resolved, That the secretary of this association request managers of said elevators to have cars cleanly swept of grain before removing from elevator sink.

Harry Landa, New Braunfels, of the executive committee of the Texas Millers' Association, reported that the committees of the two associations had held a conference and amended the rules governing wheat purchases to read as follows:

Rules Governing Wheat Purchases.

58-lb. wheat, one cent (1c) less than basis price.

57-lb. wheat, three cents (3c) less than basis price.

56-lb. wheat, five cents (5c) less than basis price.

Anything shipped under fifty-six (56) pounds, the wheat to be subject to order of shipper.

No shipment under contract basis to be made, excepting with the consent of the buyer.

Margin of four (4) cents per bushel on all shipments.

Grain bought delivered, seller to pay exchange; when bought F. O. B., the buyer to pay exchange at destination.

Do not add exchange to invoice, and adhere strictly to above rules.

All wheat arriving not up to contract grade should be reported to shipper before unloading and disposition agreed upon. But if unloaded by buyer before reporting, no claim to be made on shipper for off grade.

After an extensive debate of the proposed rules Mr. Dorsey moved that the matter be laid on the table. His motion was lost by vote of 23 to 16.

Mr. Lewis moved the adoption of the rules and the motion was carried.

T. M. Sleeper read the following resolution, which was adopted:

Protest Against Trackage Charge.

Whereas, It has been brought to the attention of this association that some of its members have been charged one dollar per car trackage on export grain going into Galveston, and

Whereas, Such charge is for purely a local service and should be collected of the

consignee, and not of the shipper, the same as switching charges at interior points; therefore, be it

Resolved, That exporters bidding for corn to be delivered at Galveston be notified that members of this association will not bear said charge except by special contract between said exporters and the shipper, and that the secretary of this association be instructed to advise all exporters of this action.

Mr. Werkheiser's resolution declaring that demand drafts should be attached to bills of lading was adopted.

A vote of thanks was tendered the local grain dealers and merchants for their hospitality and Mr. Barron for the use of his hall.

C. F. Witherspoon, L. G. Belew and W. W. Majors were declared elected members of the executive committee.

The report of the committee on accepting destination weights in the settlement of shortage claims, a minority report by Mr. Ardrey and a substitute by Mr. Dorsey were read and the whole matter was, upon motion of Mr. Cleveland, laid on the table.

Adjourned.

CONVENTION NOTES.

What became of Stinnett?

Early never should play seven-up.

An entertaining program, well carried out.

The ven— hustling secretary was kept on the run.

The Grain Dealers Journal was represented by Charles S. Clark.

In the rush of business Early neglected to pay his debt to Harrison.

Mr. President, are you not making a mistake? That is water.—Lewis.

J. R. Pennington, of Ardmore, was the only dealer from Indian Territory.

L. B. Kohnle, secretary of the Millers Mutual Fire Insurance Company, attended.

The papers were carefully prepared and showed earnest study of each subject considered.

The first annual meeting will long be remembered with pleasure—even by the millers' committee.

The Ft. Worth grain dealers and the local merchants entertained the visiting dealers magnificently.

The blunt suggestions of Early and the drollery of Lewis and Dorsey added much life to the meeting.

Charles F. Orthwein & Sons were represented by G. C. Mountcastle; Hall & Robinson by E. L. Owens.

Ira F. Twist, of Twist Bros., grain shippers, of Rochester, Ill., was a welcome visitor at the first day's sessions.

Ed. F. Pittman, superintendent of Bradstreet's, Dallas, and C. E. Shipp, representing the Gulf Bag Company, were there all the time.

There is one man in Dallas who does not "think much of the official organ business now." About 70 grain dealers helped him to change his mind very quickly.

W. O. Brackett, of Sherman, informs us that the Texas oat crop was erroneously printed in his paper, page 230, of Grain Dealers Journal for May 10. It should have been 13,000,000 bushels instead of 3,000,000 bushels.

The trip to inspect the brewery after the meeting was a joyful success and all returned to the hotel in a happy frame of mind. Gibbs says, "We drank a keg apiece," while Witherspoon maintained to the last, "We drank nothing but pure water at brewery."

The railroad men were there in force, Ernest Muenzenberger, of Mexican National railroad; L. B. Comes, of the Ft. W. & R. G. railroad; A. C. Upchurch, of the Cotton Belt; W. L. Smith, of the Missouri Pacific; C. Highwater, of the International, and J. M. Kelly, of the Rock Island.

After the convention adjourned Tuesday afternoon the excursionists commenced to bid good bye to their friends. The party was made up of forty-three persons. Among those identified with the grain trade were Mr. and Mrs. J. P. Harrison, Sherman; Mr. and Mrs. W. E. Werkheiser, Temple; Mr. and Mrs. W. T. Herrick, Whitney; F. W. Jackson & Son, Renner; J. H. Bowman, Plano; W. A. Bowie, Weatherford; D. B. R. Smith, Howe, and W. R. Fields, Howe.

Among the dealers present were: C. D. Allison, Leonard; P. T. Andrews and W.

W. Andrews, Ft. Worth; J. Howard Ardrey, Godley; W. H. Bean, Howe; L. G. Belew, Pilot Point; W. A. Bowie, Weatherford; W. O. Brackett, Sherman; Royer Campbell, San Antonio; E. S. Candles, Merit; John L. Cleveland, Cleburne; J. A. Cox, Iowa Park; H. H. Crouch, McKinney; H. B. Dorsey, Weatherford; Eugene Early, Waco; J. F. Edwards, Denton; George E. Felton, McKinney; W. E. Fields, Howe; G. J. Gibbs, Clifton; E. B. Greathouse, Temple; C. F. Gribble, Sherman; E. R. Guenther, San Antonio; J. P. Harrison, Sherman; J. H. Harrison, Mansfield; J. G. Hargrave, Brownwood; N. B. Harrell, Celeste; J. S. Hays and S. W. Hays, Crowley; H. D. Honaker, Farmersville; J. A. Hughes, Howe; F. W. Jackson, Renner; E. R. Kolp, Iowa Park; M. L. Kauffman, Dallas; A. S. Lewis, Weatherford; R. B. Lises, Henrietta; Harry Landa, New Braunfels; W. W. Majors, Midlothian; E. H. McClure, Dallas; A. A. McKnight, Ft. Worth; Seth Miller, Dallas; J. R. McElroy, South Mayd; T. S. Miller, Leon Junction; E. W. Morten, Farmersville; C. L. Moss, Dallas; Ralph Ogden, Kopperl; J. L. Patrick, Gainesville; J. N. Price, Fate; E. G. Rall, Ft. Worth; T. J. Rone, St. Jo; J. J. Russell, Plano; T. J. Rutledge, Ft. Worth; E. Schiff, Greenville; J. M. Sheppard, Kaufman; T. M. Sleeper, Waxahachie; G. B. R. Smith and M. F. Smith, Howe; J. T. Stark, Plano; J. A. Stephenson, Alvarado; H. G. Stinnett, Sherman; G. E. Sutton, McKinney; W. S. Thurston, Nocona; W. A. Upchurch, Pilot Point; A. L. Umphress, Van Alstyne; W. I. Weatherly, Grapevine; W. E. Werkheiser, Temple; C. F. Witherspoon, Denton; B. Weisman, Muenster; J. C. Wiley, Greenville; W. C. Witwer, Garland; J. C. Whaley, Gainesville; J. M. Wood, Ft. Worth; G. A. Works, Sherman.

CHattel MORTGAGES ON GRAIN; BEWARE.

In compliance with instructions given at the annual meeting of the Kansas Grain Dealers Association, Secretary Smiley has secured the following report of chattel mortgages on grain. It is necessary for the purchaser to use caution in making purchases or making advances on grain from tenants or where there is a possibility of the owner having mortgaged grain prior to the time of offering same for sale.

There is one prime requisite to a valid chattel mortgage, namely: A good and sufficient description of the property to be mortgaged.

If the mortgage describes the property so that a third person by the aid of the mortgage, together with the aid of such inquiries as the mortgage suggests, can identify the mortgaged property, then said mortgage will be considered a valid mortgage, whether recorded or not, as against all persons who have acquired subsequent rights, with actual knowledge of the existing mortgage; but in order to settle the law as to the rights of subsequent innocent purchasers and mortgagees, who were ignorant of the existing unrecorded mortgage, our legislature passed the following law:

"If the property is not taken into the immediate possession of the mortgagee, the mortgage will be void as to subsequent purchasers or mortgagees in good faith, unless the mortgage or a true copy thereof shall be filed in the office of the register of deeds in the county where the property shall then be situated, or if the mortgagor be a resident of this state, then of the county of which he shall at the time be a resident."

Therefore, if the mortgage sufficiently describes the property as above indicated, and is filed in accordance with the above statute, the rights of the mortgagee are paramount to those of a subsequent purchaser or mortgagee.

However, our courts require the mortgagee to act in entire good faith and will not permit a mortgagee who is cognizant of the fact that a third party is buying the mortgaged property, to stand by and do nothing to stop or prevent the sale; neither will they permit him to be negligent in protecting himself when such neglect will result in the injury of others.

In other words the mortgagee must act in entire good faith toward everybody and must not by his acts or by his negligence harm an innocent third person; it is his duty to protect the third person if possible.

Therefore, if a third person advance money, either by way of a loan or as purchase money, on grain which is mortgaged, if the mortgage sufficiently

OUR CORN PALACE AT PARIS.

The accompanying cut is an illustration of the American Corn Palace which will be built at Paris as a part of the Paris Exposition of 1900. It is of fitting and impressive design. The steeple, or tower, at the top of which will float a red, white and blue pennant, will resemble an immense ear of corn in the shuck. This tower will be of considerable height and easily discernible from a distance. It will serve as an active reminder of the part the United States takes in feeding the nations. There is an appearance of sumptuousness and natural wealth about this immense ear of corn which cannot fail to impress visitors and advertise the grain trade of the United States. Various kinds of food made from corn will



Our Corn Palace at Paris.

describes the grain, and is properly recorded, or if unrecorded and the said third party has actual knowledge of said mortgage, the rights of said third party are inferior to the rights of said mortgagee, and he takes the property subject to said mortgage, and the mortgagee may replevin the said property, or maintain an action in conversion for the value of the property, and in the latter case he will not be compelled to identify the property.

It is much the same in other states. Hence, the only proper way for regular dealers to do when tenants offer grain for sale is to make certain their title to the grain is clear before buying it.

A system of elevators will be built, it is said, by the new flour trust, the United States Milling Co.

John H. Grout, Jr., American consul at Malta, repeats that wheat shipped to Malta must be of superior quality, as it is not a question of price.

Elaborate arrangements are being made for the entertainment of the National Hay Association at the annual convention in Detroit, August 8.

Frank Arnold, of the Peoria Board of Trade, has some seed corn thirty years old which he will plant this spring to see if it has retained its vitality.

be served free in the palace. We are indebted to the Millers' Review of Philadelphia for the cut shown herewith.

Grain rates from Memphis east have been reduced by the Southeastern Mississippi Valley Association from the basis of 30 cents to Boston to 26½ cents to Boston, other points being rated proportionally.

A large quantity of corn at Minneapolis has been contracted for shipment east over the Chicago & Great Western and the Chicago, Milwaukee & St. Paul, in connection with the Lake Shore and the Pennsylvania.

The Canadian Inland Transportation Co. has been formed to operate a line of modern steel steamers in the grain trade between the Northwest and Montreal. The boats will be 276 feet in length and 43 feet in beam, with a capacity for 78,000 bushels of wheat.

Lake insurance companies have made sweeping changes in the form of the policy. Owners are required to carry a percentage of their own insurance. Navigation is to close December 1 instead of December 12. Insurance rates are much higher, and on the lower grade boats are practically prohibitory. Many owners will prefer to carry their own insurance.

INSPECTING AND WEIGHING GRAIN AT GALVESTON.

(From a paper by C. McD. Robinson, Chief Grain Inspector at Galveston, presented at the Ft. Worth meeting of Texas Grain Dealers.)

There are a few things in connection with the trade in general, and more particularly with the conditions at Galveston, which may be of some interest to those of you who have never visited that port, and of those things I take this opportunity of saying a few words.

In the early days of the trade in this country grain was sold by a sample of each lot. This proved very cumbersome and unsatisfactory to both buyer and seller. After the business became of large volume the grading by sample was found to be totally impracticable and a plan was conceived to select a third and disinterested party, of known experience in the business, who would make a grade on all receipts of grain—his decision to be binding on both buyer and seller. This is now the plan adopted by all grain markets of importance.

The Boards of Trade of such markets choose an inspector to carry on this work under their supervision and subject to their rules governing the different grades of grain. They also provide a Board of Appeals to whom any shipper or receiver,

breaks the seal and opens car, carefully examining grain door of evidence of leakage and again making necessary notations, if any, in his book. A helper is then put in the car with a trier and samples drawn from different parts of car, and, unless cars are loaded too heavily, be can, by use of trier, secure a fair sample of all grain in the car. After securing samples from four or five different parts of the car and mixing same thoroughly, he gives it to the inspector, who stands on the ladder at the car door, and who examines it very carefully and tests it to ascertain what it weighs per bushel.

The inspector makes a note of the grade in a book he carries with him, at the same time, making a note of his reasons for giving such grade, and any other comments he deems advisable as to the condition of the car, etc. He also marks the kind of grain, grade and date in chalk on the outside of the car, for the convenience of the elevator man who unloads it. Occasionally, a car is loaded so heavily that the trier cannot be used. In such cases, the grain in sight is given the grade it merits, and as the car is unloaded, it is watched very carefully to note if it is all alike. In cases of "plugging" or other intentional irregularity, the car is graded according to the worst stuff found therein. Should any doubt arise in the mind of an assistant inspector as to the merits of any particular car of grain, he calls

principal ports and grain centers of this country and of Europe and it has the distinction of receiving their highest praises and commendation. Without a single exception, nearly all of them have expressed themselves as considering our system the peer of any on earth.

Dishonest inspection or weights at Galveston would drive shipments to other ports less favored by natural conditions and freight rates; cause European buyers to refuse Galveston contracts; compel exporters to abandon the port; greatly reduce the business and revenues of the Wharf Company and Steamship Lines, and, last, but not least, cause the grain inspectors at Galveston to seek other employment. On the other hand, a continuance of the present high standard of inspection and weights will insure a constant and steady growth of the movement through the port; add to the revenues of the elevators and Wharf Company; double the number of ships handled and, again, last but not least, make the inspector's berth a more happy one. If there were no reason but the latter one, you should be assured of honest treatment, as the inspector is like other mortals looking out for himself.

LARGEST LOAD; 198.16 BUSHEL.

The largest load of corn has been brought to light by E. C. Wagner of



The Largest Load of Corn: 198.16 Bushels.

who believes he has suffered an injustice at the hands of the inspector, may take an appeal. This board has authority to either sustain or reverse the inspection as in their judgment the merits of the grain under appeal may warrant, thus throwing a safeguard around all interested and placing a check on the inspectors.

The Inspection Department of the Galveston Cotton Exchange and Board of Trade is established on the above basis. The Directors of the Cotton Exchange adopt rules specifying the qualifications for each of the different grades of grain, name five members of the Exchange as a Board of Appeals, also appoint a Chief Inspector and Assistant Inspectors. There are two or more Assistant Inspectors at each important elevator who inspect all the grain as fast as it is set on the elevator tracks. All grain being inspected in the elevator yards.

The inspector first examines the outside of car to see if there is any evidence of leakage, or, if the car has met with any accident, and notes any evidence of leakage, damage or imperfection of cars in his inspection book. He then

the attention of the Chief Inspector, who decides what grade shall be given.

The system of weighing grain at Galveston export elevators is the most perfect in use anywhere, and is as near infallible as human ingenuity can make it. Each elevator is equipped with automatic check scales, which must have been invented by some grain shipper, who thought elevator weighmen were particularly liable to error. You can pin your faith to the check system, because while the weighman may make mistakes, the check system cannot. The check works automatically, recording the weight in cipher which, when worked out with the assistance of a "key," will give the weight of the car of grain in figures, which must correspond with the weight shown on the beam, thus recording twice the weight of each car. A permanent record is kept of both cipher and beam weights of each car. All grain is elevated directly from the car into a hopper scale that is designed to hold the largest car.

It has been our pleasure to have our system of weighing and inspection investigated by grain experts from all the prin-

Tingley & Wagner, Columbus, O. It is a good sized load of corn, as is shown in the illustration here presented. We are indebted to M. Worthington of Plain City, O., for additional information regarding this remarkable load, which distanced all competitors. The pennant for large loads of corn must be given to Ohio, and if any elevator man can beat this load we would like to hear from him. This load of corn, which was hauled to the Plain City elevator and bought by Mr. Worthington, had to be weighed in three drafts, the first weighing 3,790, second 3,220 and third 6,470, making a total of 13,400 pounds net, or 198.16 bushels.

The engraving not only shows the big load of corn but also shows Mr. Worthington's elevator and office as well as six other smaller loads waiting to be

dumped. Plain City is a good corn market, and Mr. Worthington enjoys his share of the trade. All other big loads recorded by the Journal will have to take a seat way back this time, for the largest heretofore mentioned was only 117.40 bushels, or nearly 81 bushels less than this load.

NEW GRADES FOR KANSAS.

Chief Grain Inspector A. E. McKenzie of Kansas informs us that the following changes in Kansas grades will take effect August 1:

RULE 1.

No. 2 Hard Winter. Shall be sound, dry and reasonably clean hard winter wheat, and shall not weigh less than 59 pounds to the bushel.

No. 3 Hard Winter. Shall be hard winter wheat, sound and some bleached, but not clean or plump enough for No. 2, and shall weigh not less than 56 pounds to the bushel.

No. 3 Red Winter. To be sound, reasonably cleaned red mixed winter wheat, below No. 2 Red, weighing not less than 56 pounds to the measured bushel.

No. 4 Red Winter. To be red, thin, bleached or tough winter wheat, reasonably sound and unfit to grade No. 3 Red.

Rejected Red Winter. All damp, very tough, very musty, very smutty, trashy, dirty, damaged or thin wheat falling below No. 4 Winter.

RULE 2.

No. 3 Spring. To be dry and reasonably sound spring wheat, not equal to No. 2, and weigh not less than 55 pounds to the bushel.

No. 4 Spring. To be thin, bleached or tough spring wheat, reasonably sound and unfit to grade No. 3 Spring.

Rejected Spring. All damp, very tough, very smutty, very musty, trashy, dirty, damaged or thin bleached wheat, falling below No. 4.

No. 2 White Spring. To be bright and sound white spring wheat, reasonably cleaned and weighing not less than 57 pounds to the bushel.

No. 3 White Spring. To be dry and reasonably sound white spring wheat, below No. 2, and weighing not less than 55 pounds.

No. 2 Mixed Wheat. To be sound, dry and clean, and not to weigh less than 59 pounds to the bushel.

No. 3 Mixed Wheat. To be sound and reasonably clean, and not to weigh less than 56 pounds to the bushel.

No. 4 Mixed Wheat. To be thin, bleached or tough, mixed wheat, reasonably sound, and unfit to grade No. 3.

Rejected Mixed. All damp, very tough, very smutty, very musty, trashy, dirty, damaged or thin mixed wheat falling below No. 4.

RULE 3.

No. 2 White Corn. Shall be fifteen-sixteenths white, sound, dry and reasonably clean.

NEW RULES.

Rule 13. Wheat containing live weevil shall not be graded, but the inspector shall give the variety of wheat and test weight and note the live weevil.

Rule 14. All persons inspecting grain under this department shall in no case make the grade of the grain above that of the poorest quality found in the car inspected, when it has evidently been plugged or otherwise improperly loaded for the purpose of deception.

PATENTS GRANTED

Charles Quast of Marion, O., has been granted letters patent No. 624,975 on a gas engine.

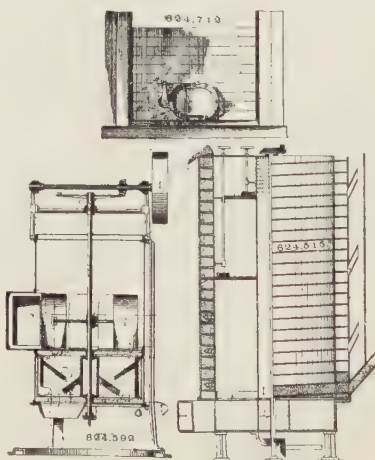
Oscar J. Ziegler of Freeport, Ill., has been granted letters patent No. 625,081 on a feed crusher and grinder.

William H. Butterworth and John Butterworth of Trenton, N. J., have been granted letters patent No. 624,750 on a gas engine.

Alexander Mahon of Washington, D. C., has been granted letters patent No. 625,180 on a gas or gasoline engine, and assigned same to the Automatic Gas & Gasoline Engine Co., of Virginia.

Luther M. Walker, of Afton, Ia., has been granted letters patent No. 624,712 (see cut) on a grain valve. This consists of a frame plate adapted to be secured around an aperture in the wall of a grain receptacle, a valve working shearwise across the face of the flange and a valve actuating mechanism. The parts mentioned are adapted to permit the free movement of the valve through the material confined within the receptacle without crowding it against the wall to which the frame plate is secured.

Charles Mallinson of Liverpool, Eng., has been granted letters patent No. 624,515 (see cut) on a grain drier. This drier consists principally of a perforated rotary cylinder, having internal divisions for the admission of hot or cold air or both, a fixed casing surrounding this cylinder, a worm or spiral blade fixed to the cylinder and moving in the annular space between the cylinder and the fixed casing, and paddles or stirrers extending out from the face of the inner cylinder, between the steps of the blade.



Lemuel R. Whitney of Milwaukee, Wis., has been granted letters patent No. 624,592 (see cut) on a dust collector. This is the combination of a vertical casing with a tangential inlet, a bottom floor, having a dust outlet, a cloth top for the escape of air therethrough, a vertical shaft carrying blades opposite the inlet and revolved by the dust laden air therefrom; a series of dust receiving buckets secured by a framework to the shaft below the blades, the buckets being open at top and bottom and provided with deflecting plates. The blades are arranged at varying dis-

tances from the shaft to arrest the centrifugal current of the air entering the casing, thus receiving the dust therefrom and permitting it to fall into suitable receptacles beneath as the blades are revolved by the air currents.

GRAIN BUYERS' PICNIC.

If anyone has doubted the ability of grain dealers to escape from depressing cares for a time and thereby enjoy themselves he should attend the annual picnic of the Southern Minnesota and Northern Iowa Grain Dealers. Our irrigation editor was started for the picnic grounds with a ticket, but has not sent in a report of the flood, so we must depend upon the Fairmount, Minn., newspapers for our information. The Sentinel of May 12 says:

"The Great Western Grain Buyers' Picnic Association holds its annual meeting on the camping grounds between Amber and Hall Lakes, beginning next Saturday. Representatives will be present from Chicago, Milwaukee, La Crosse, South Dakota and Iowa. Henry Rippe, chairman of the general committee, has appointed sub-committees to attend to different parts of the preliminary work. A liberal fund has been placed at his disposal for the purpose of providing food and other refreshments. The food order was placed this week with local firms and consisted of two pounds of crackers and a link of bologna. The 'other refreshments' will arrive tomorrow morning in special refrigerator cars from Milwaukee and La Crosse. A kodak artist has been engaged for the occasion and scenes of camp life will be made for exhibition in the rooms of the boards of trade in the principal cities of the United States and Europe. W. R. Hyde has been appointed examining physician for the party and his orders to retire to bed will be strictly enforced. A bottle of Colfax water and some raisin juice will be provided for C. E. Bennett, who has never yet been known to carry a cork screw. There are other special features which we are forbidden to mention in advance but which will combine to make the coming meeting the best in the history of the association."

After the picnic was over the News said, The grain buyers held their annual picnic on Saturday and Sunday and, notwithstanding the bad weather, report a very pleasant time. The scene of their outing was Amber Lake where they had tents, cooking outfit, and all the necessities to make them forget dull care and render them happy. They caught a fair amount of fish and several colds, and it is fair to say that the last will be with them longer than the fish. It was a happy crowd, out for a good time and the price of grain or the question of grades failed to trouble them. The following is a list of the participants: J. W. McCabe, J. R. Dalton, of Chicago; W. B. Hatch, J. B. Meigs, J. W. Stillwell, C. H. Sylvester, of Milwaukee; C. E. Bennett, T. M. Erickson, La Crosse; Chas. Rippe, G. A. Isaacs, Forest City, Ia.; B. J. Dunn, Fred Tewald, Armstrong, Ia.; Wm. Perigo, Wm. Adams, K. A. Michelson, A. O. Jensen, Delavan; Ed. Babcock, Winnebago City; J. M. Bennett, Flaudreau, S. D.; H. Rippe, Thos. Jensen, W. M. Matson, Roy Matson, Gus. Krumholz, G. F. Hine, Henry Noben, Gus Lehmann and J. C. Frase.

LIMITATIONS OF NERVE.

I'd like to be a speculator and strut about
on 'Change
And deal in heavy options without loss;
And hobnob with millionaires and with the
wheat kings range,
And break the back of every bear I'd
come across,
And when my deals were past,
Everyone would stand aghast,
At the way my trades all ended and the
money I'd amassed.
If I darst! but I darsen't!

And, if I darst, I'd corner wheat for the
times it's cornered me!
I'd corner oats and corn and barley, too!
I'd buy up every steamship line and corner
traffic on the sea.
An' I'd keep on cornering things till I
got through.
An' you bet I'd make the day
Who cornered me one day
Turn his money in my vaults and empty
handed walk away.
If I darst! but I darsen't!
—S. W. Treadway in Northwestern Miller.

THE SUPPLY TRADE

A factory for the manufacture of wheat cleaning machinery is being erected at Walla Walla, Wash. This plant will be ready for business June 1. E. H. Pease Mfg. Co. write: Inquiries we are receiving for our elevating outfits are of a very encouraging character, and we look forward to a large sale of them.

The B. S. Constant Co., of Bloomington, Ill., write: We are having a big trade this season on our feeders and cleaners. We are also getting out a new combined cleaner.

We have received the mining department catalog No. 16 of the Jeffrey Mfg. Co., Columbus, O. This catalog is profusely illustrated, showing electric and compressed air coal mining machinery.

The Weller Mfg. Co. has recently made an addition to its Chicago plant. The basement of the new building will be used as a stock room and the first floor as a receiving and shipping room.

The B. S. Constant Co. of Bloomington, Ill., has been compelled to enlarge the working floor space on account of the increase in business this season. The company now has a large fireproof vault for storing stock.

The Osgood Scale Co., of Binghamton, N. Y., manufacturers of all kinds of scales, including dormant, warehouse, hopper, wagon and stock scales, is making a special effort to secure the trade of grain elevator men.

The plans for the new building of H. W. Caldwell & Son Co., which will be built at Seventeenth and Eighteenth streets, Chicago, are nearly completed. This will be a strictly modern fireproof building of brick and steel.

The American Mfg. Co. has been incorporated at Des Moines, Ia., with a capital of \$150,000 for the manufacture and sale of elevator and mill supplies. The directors and incorporators are: A. R. McConnell, G. G. Stevens and W. T. McConnell.

Representatives of twenty of the leading manufacturers of feed cutters, corn shellers and feed mills held a meeting recently in Chicago, and decided upon an advance of from 15 to 25 per cent in prices because of the increased cost of raw materials.

An ad in a trade journal will do what traveling men as a rule do not do. It will go to towns where there are no hotels. It will work nights, Sundays and holidays, in wet weather or dry,

hot weather or cool. It will talk to a merchant before some of the boys are out of bed in the morning and after they have gone to bed at night. It's one of the few things that has not as yet struck for eight hours.

Recent conflagrations in cities have prompted the insurance companies to be more conservative, and the Hess Warming and Ventilating Company has informed us that the insurance rates have been advanced on elevators containing wooden grain driers, but that this does not affect any elevator equipped with one of its driers, as the Hess Drier is constructed entirely of non-combustible material and outside of the elevator proper.

Dreiske & Hinners who have been engaged in the grain and hay business at Chicago for several years have decided to make a stronger effort to secure shipments from country shippers as is evidenced by their ad in this number. The firm is composed of H. A. Dreiske, who represents it on the floor of the Board of Trade, and G. R. Hinners. The firm has every facility for handling shipments and will confine its business to the regular established shippers.

Fred P. Miller of Chetopa, Kas., has recently secured a copyright on a book called "Grain Weighed Without Scales." Mr. Miller gives a comparison between 32 cars with an average shortage of 6.4 bushels to the car when weighed over scales into the car, as compared with 23 cars that show an average shortage of 2.3 bushels per car, as returned by consignees' weights. If this book does all Mr. Miller claims for it, it will be an invaluable aid to all connected with the shipping of grain.

We have received a new daily market letter recently issued by Southworth & Co., Grain & Seeds, Toledo, O., which differs considerably from the ordinary market letter and is in keeping with the conservative character of the firm. The letter is in the form of a four page folder, the first page bearing the name of the firm, the second the range of Toledo, Chicago, and New York markets and the third trade information and gossip of general interest to dealers. A postal will bring it regularly.

The Huntley Mfg. Co., of Silver Creek, N. Y., manufacturers of the widely known Monitor Oat Clippers, Monitor Grain Cleaners, etc., report business booming with them. They say "We are running overtime with an extra force of men and are ever on the alert to improve. Progressive elevator men are realizing that we are thoroughly up-to-date with our machines. Superior yet economical work, and extra strength in construction, have had their reward, and there are but few, if any prominent elevators but are using the Monitors. Our motto 'Built on honor. Sold on merit' we stand by."

NEW YORK.

John T. Miller, a member of the New York Produce Exchange, died May 16 of apoplexy.

The Buffalo strike was ended May 24 by the grain shovelers returning to work. They won a partial victory. During its continuance there has been a costly delay in shipping grain via Buffalo, where only a few elevators could be operated, while at all times the harbor contained over a score of grain-

laden boats waiting, some of them a week, to discharge their cargoes. Shippers at upper lake ports have been holding their grain, or when possible routing via Erie, Fairport, Port Huron or Owen Sound. A small quantity was diverted all rail. The resolutions of the Chicago Board of Trade, bringing some disagreeable facts to the notice, first of one and then of the other party to the controversy, were influential in ending the strike. Scoopers will be paid by the 1,000 bushels instead of by the hour; saloon bosses will be abolished; each leg will have but one boss; Bishop Quigley will supervise dock labor; men will appoint their own time-keepers and will inspect tally-sheets and bills of lading; employment will be given to union men only.

SOUTHEAST.

Send in notices of new elevators, new firms and business changes.

At Pembroke, Ky., a 40,000-bushel elevator will be erected by W. H. Jernigan & Co.

Alexander Wells and the Fox Bros. will build a 75,000-bushel elevator at Obion, Tenn.

The City Grain & Feed Co. has been incorporated at Columbia, Tenn., with \$40,000 capital stock.

William A. Grove, of the Luray Mill & Elevator Co., Luray, Va., was married May 18 to Miss Bessie Broadbudd.

Piles are being driven for the new 1,000,000-bushel elevator of the Chesapeake & Ohio Railroad at Newport News, Va.

The Kansas City, Fort Scott & Memphis Railway has agreed to withdraw the cut rate on grain from Kansas City to Memphis.

Dugger & Love will succeed Dugger & Hutton in the grain commission business at Culleoka, Tenn., W. D. Love having bought the interest of J. L. Hutton.

The Steel Elevator & Storage Co. has been incorporated at Atlanta, Ga., to conduct an elevator and storage business and handle grain and flour. Capital stock, \$50,000; incorporators, L. D. McKee, E. M. Cobb, George W. Brooke and T. J. Brooke.

NEW ENGLAND.

Arthur P. Bacon has purchased the grain business of H. P. Howland at Spencer, Mass.

F. M. Willson's stock of grain and feed at Bellows Falls, Vt., was damaged \$1,000 by fire May 9.

E. P. Yates & Co.'s grain storehouse at Hartford, Conn., collapsed recently, the entire end of the building falling out.

Thorne Bros. have converted the Opera House at Millis, Mass., into an elevator and mill, and next fall will equip with machinery.

The new elevator and mill of MacKenzie & Winslow at Fall River, Mass., is making rapid progress and will be open for business July 15. The capacity will be 75,000 bushels.

Edward P. Merrill, grain broker, Portland, Me., writes: As usual, two or three concerns make the grain shipments to this market. Mill feed has been so high and hay so low that farmers have fed their hay to stock and helped out with corn and oats. Foreign steamers will come to this port all summer. The new elevator would do

more work if there were more days in the week. Mill feed dealers are buying lightly. Whether June will give us the usual low prices or this present dry spell will give us high prices, is the question. Very little spot stuff here. Standard spring bran is \$14.75; fancy coarse, \$15.25, and winter mixed feed, \$16.50-\$16.75. No flour selling. Lake and rail lines doing the business. Maine as a pleasure resort will beat the record this coming summer, with electric bells at Rangely Lake, clams at Harpswell Neck and trout at Grand Lake stream. The average citizen is having his backyard fence white-washed, for there is nothing too good for Riley.

OHIO.

All aboard for the annual outing of the State Association.

The new elevator of Semler Bros., at Oxford, O., will cost \$7,000.

Ohio dealers are organizing in earnest. Farmers must buy their own bags.

Pfeifer & Miller, of West Milton, O., are laying the foundation for their new elevator.

W. H. Gardner & Co., grain dealers at Bellevue, O., are preparing to erect a modern 10,000-bushel elevator at Flat Rock, O.

The elevator of Clarence Lyndon at Elyria, O., was destroyed by a mysterious fire at 2 o'clock a. m., May 21. Loss, \$6,000; insured.

The regular grain dealers of Pickaway county, Ohio and vicinity have organized an association and will make a combined effort to lighten the grain man's burden.

The grain dealers of Central Ohio who met at Columbus, O., May 16 and resolved against the lending of bags to farmers will meet at the Neil House, Columbus May, 26 at 1 p. m. to adopt a constitution and bylaws.

The Ohio State Grain Dealers Association will hold its annual outing at Star Island, Mich., again this year. The dealers will start from Columbus on the morning of Monday June 19 and leave Detroit by boat for Star Island that evening at 5 P. M.

Boden Bros., grain dealers and millers of New Vienna, O., offered a prize of \$10 for the largest two-horse load of corn hauled to their scales. The lucky man was B. W. McVey, who pulled up a slight grade with 116 bushels and 2 pounds. Next!

Boden Bros., New Vienna, Clinton Co., O., write: The wheat is looking fine in this section and from present indications will be two or three weeks earlier than usual. Some complain of Hessian fly. Corn planting rather backward; but some corn now ready to work.

Ohio dealers are profiting by the experience of the regular dealers of other states and taking steps to organize local associations in different sections of the state. The last district to be favored with work of this kind is Van Wert Co. It is said that some of the dealers of that district have been fighting one another for 15 years and driven profits to the winds. If the regular dealers would get together there would not be so many Ohio elevators for sale, bidding unreasonable prices would be a thing of the past and scoop shovel competition would be knocked out. Or-

ganization is necessary to success now a days.

Complaints of the unpleasant odor from a grain drier at Cleveland, O., have caused the city council to take action looking to the abatement of the alleged nuisance.

The Washington Milling Co., of Washington, C. H., Ohio, has bought a No. 8 combined corn, oats and wheat separator of the B. S. Constant Co., Bloomington, Ill. This machine takes the place of two cleaners and has the seed wheat attachment for cleaning seed wheat for the farmers.

CANADA.

The Edmonton & Slave Lake Railway Co. will build 400 miles of road from Edmonton to Peace River.

The Central Counties Railway will build from Haw Harbor to South Indian on the Canada Atlantic Railway. From South Indian to Prescott, Ont., a line will be built by the Russel, Dundas & Grenville Railway.

NEBRASKA.

D. H. Cramer is furnishing the plans for the elevator of James Candy at Havelock, Neb.

D. H. Cramer has the contract for the elevator of McClosky & Needham at Winside, Neb.

The Omaha Elevator Co. is replacing steam power with gasoline engine in its elevator at Yutan, Neb.

Douglas, Neb., reports that large quantities of corn which have been stored are coming on the market. A large acreage of corn is being planted.

The old elevator along the U. P. R. R. tracks in Omaha, now operated by the Omaha Elevator Co., will soon be razed to the ground to make room for more tracks.

Secretary Bewsher of the Nebraska Grain Dealers' Association has issued his Crop Service Report No. 2, and copies are being eagerly perused by dealers fortunate enough to receive one.

The office of A. H. Bewsher, secretary and treasurer of the Nebraska Grain Dealers' Association, has been moved to Room 441 on the fourth floor of the Board of Trade building, Omaha.

N. B. Updike of Omaha has purchased and will operate houses formerly owned by Shelley & Westbrook of South Omaha at Dwight, Cordova and Goehner, Neb. Mr. Updike has also purchased of F. P. Van Wickle, of York, a house at Surprise, Neb.

D. H. Cramer, who has been with the Omaha Elevator Co. as builder for several years, will resume his old business of contracting and building, making a specialty of country elevators. He will make his headquarters with Fairbanks, Morse & Co., at Omaha, Neb.

The crop service report No. 2 under date of May 10, as issued by A. H. Bewsher, secretary and treasurer of the Nebraska Grain Dealers' Association, shows that the fall wheat acreage increased over that of last year between 27 and 28 per cent. There was not one of these correspondents but what did not admit of an injury to the crop, the general average of the state being 67.5 per cent; of this 55 per cent will be plowed up. It shows a decrease in the spring wheat acreage of 12 per cent, owing to the lateness of the farmers getting into the fields. The oat

acreage will be increased about 8 per cent. It is estimated that 23.5 per cent of last year's corn crop still remains in the farmers' hands. It is estimated that there will be a crop of about 5,500,000 bushels of winter wheat as compared with the estimated crop of 14,000,000 to 15,000,000 bushels last year.

MISSOURI.

F. E. Ransom & Co., will build an elevator at Kansas City, Mo.

W. W. Green and Frank P. Hostetter have purchased the business of the Farmers Grain Co., at Osceola, Mo., lately managed by H. Webber.

The Harroun Elevator Co. has been incorporated at St. Joseph, Mo., with \$90,000 capital stock, by W. H. Harroun, A. L. Harroun, A. M. Harroun, John C. Kneer and William Burke.

A. C. Keever, Kansas City: Our Board has established option trading, we have a clearing house on as good a basis as any in the country and Kansas City merchants can readily care for the option business. Trades can be executed here as quickly as in Chicago. Some days the trades exceed a million bushels.

The Culver Grain Co., Kansas City, Mo., writes: Mr. Landa of the Southern Grain Co., informed us that that firm intends to erect an elevator and chopper mill together with a large hay house. We are undecided as yet regarding our proposed elevator and are holding back for a while at least on account of unfavorable crop reports in Kansas.

The weekly Missouri crop bulletin of May 17 says: Corn is generally coming up well, although heavy rains and cool nights have been unfavorable. Considerable replanting will be necessary, but much less damage by worms has been done than usual. Some fields are becoming foul. The wheat that has been left is making rapid growth, and some fields are now heading. In central and southern counties considerable damage is being suffered from chinch bugs. Oats and flax are growing finely.

SOUTHWEST.

A linseed oil mill is to be built at Stroud, Okla.

The Gueydon Rice Mill Co. has been organized at Crowley, La., to erect a 500-barrel mill.

Work is being pushed on the Choctaw & Memphis Railroad between Howe, I. T., and Little Rock, Ark.

A railroad is to be built between San Jose and Hanover, N. M., by a new company controlled by the A., T. & S. Fe Railroad Company.

The Eagle Mills of Crowley, La., have contracted with the Boland & Gschwind Co., of New Orleans, for a complete new rice mill costing \$7,000 exclusive of power. The mill will be equipped with the Huntley Mfg. Co.'s Monitor machines for cleaning, scouring and grading.

The New Iberia Rice Milling Co., of New Iberia, La., has contracted with the Boland & Gschwind Co., of New Orleans, for a 300-barrel rice mill to be completed in about 90 days. The contract price of \$5,800 does not include the power plant. The cleaning, scouring and grading will be done with Monitor machines made by the Huntley Mfg. Co.

TEXAS.

M. G. B. Thomas is talking of erecting a rice mill at Houston, Tex.

C. H. Guenther & Son are enlarging their elevator at San Antonio, Tex.

W. T. Ligon, grain dealer at San Angelo, will remove to El Paso, Texas.

Massay, Stewart & Hise will enter the grain business at Caddo Mills, Tex.

Max Fletcher's corn shelling plant at Denison, Tex., was burned. Loss, \$1,500.

Light Bros., of Pilot Point, Tex., will erect a 100,000-bushel steel storage elevator.

Rall & Smith, of Ft. Worth, Tex., will build two grain warehouses this season.

G. B. R. Smith & Son, Howe, Tex., will put in a corn sheller and an oat clipper.

A considerable quantity of corn was destroyed by fire in a warehouse at Tyler, Tex.

Mr. Skinner, formerly of Waldo, Ark., has embarked in the grain business at Plano, Tex.

W. R. Fields & Co., Howe, Tex., will put in three dumps and may add an oat clipper.

J. Howard Ardrey's new 50,000 bushel elevator at Godley, Tex., is nearing completion.

Bennett & Sheppard, the new grain firm at Kaufman, Tex., will put in a corn sheller.

E. A. Turner will soon have his new cleaning elevator at Van Alstyne, Tex., in operation.

Bowman & Wall have sold their grain business at Plano, Tex., to J. J. Russell & Co.

Pittman & Harrison of Sherman, Tex., will build grain warehouses at several stations.

Many improvements are being made in the grain handling facilities of Northern Texas.

Kell & Gibbs may build a 15,000 bushel elevator at Clifton, Tex., and put in a clipper and cleaner.

The list of the members of the Texas Grain Dealers Association will be ready for mailing by May 29.

W. L. Ship, who recently lost his corn warehouse, sheller and corn at Rogers, Tex., by fire, will rebuild.

N. B. Harrell, Celeste, Tex., may build a 25,000 bushel elevator this summer. He will put in a clipper and cleaner.

Patrick & Keel have a new oat clipper run by an electric motor in their grain warehouse at Gainesville, Tex.

Beall & Woodward's new 80,000 bushel cleaning elevator at Van Alstyne, Tex., will be completed in time to handle the new crop.

A rice mill will be erected near Beaumont, Tex., by W. S. Tyrrell of Belmond, Ia., and Clarke L. Poole of Dubuque, Ia.

E. H. Crenshaw, Ft. Worth, Tex., May 17: Crop prospects have improved very much in the last ten days, so that an average harvest is promised.

President J. P. Harrison and wife arrived home May 22. Both were delighted with the trip and report that all the excursionists had a royal good time.

The E. Schiff Co. has just completed two grain warehouses in Greenville, Tex. One is 40x60 and the other 25x80. An oat clipper and gasoline engine will soon be added.

J. W. Burgess of Ft. Worth, Tex., will build a 30,000 bushel steel tank for grain storage at Burgess Switch, fif-

teen miles north of Ft. Worth, on the G., C. & S. F. R. R.

T. M. Sleeper of Thompson & Sleeper, Waxahachie, Tex., has bought his partner's interest and will conduct the business alone, the style of the firm being T. M. Sleeper & Co.

E. R. Kolp, Iowa Park, Tex.: Wheat acreage up to the average; crop will be 50 per cent. less; high winds blew out wheat. Oats acreage average; crop average.

A. S. Lewis, Weatherford, Tex.: Wheat acreage is larger; condition lower than usual at this season of the year. Crop will be about the same as last year. Oats same as last year.

J. J. Russell & Co. expect to build a 250,000 bushel elevator at Plano, Tex., in addition to his present facilities at that point. He will put in a corn sheller, may add a clipper and a cleaner.

C. D. Allison, Leonard, Tex.: Wheat acreage 15 per cent. larger; crop will be 15 per cent. larger than last year. Oats acreage 5 per cent. larger. Corn acreage about the same; condition good.

A cotton seed oil mill will be erected at Waxahachie, Tex., by a new company with \$150,000 capital stock. Among those interested are S. B. Burnett of Ft. Worth and John Shy, of Kansas City, Mo.

J. L. Patrick, Gainesville, Cook Co., Tex.: Wheat acreage same as last year; crop will be average. Oats acreage about the same; prospects for crop below average. Corn acreage 5 per cent. larger; stand good.

The H. H. Crouch Grain Co., which has storage for 150,000 bushels at McKinney, Tex., will build a steel elevator and put in a larger oat clipper and a 15-horse power gasoline engine instead of steam.

W. O. Brackett & Co., whose grain warehouse and office at Sherman, Tex., was burned April 29, will rebuild. A new brick warehouse of 40,000 bushels capacity will soon be erected to take the place of it.

W. A. Bowie, Weatherford, Tex.: Wheat acreage larger than last year; late rains have improved prospects. The Johnson grass was killed out in sandy land and much more millet has been planted than usual.

J. I. Campbell, of Moody, Tex., writes under date of May 18. The wheat harvest will begin next week. The average will be about 8 bushels. Oats will average about 40 bushels. Crops have improved since the rains.

J. T. Stark, Plano, Tex.: Wheat acreage increased 5 per cent.; prospects for half a crop. Oats acreage increased 10 per cent.; crop late, full yield promised. Corn acreage increased 15 per cent.; stand good; crop will be late.

J. T. Stark may build a 75,000 bushel storage elevator at Plano, Tex. He will also remodel his corn shelling plant and increase its storage capacity. He is now putting in a 900 16-candle power incandescent electric light plant.

G. J. Gibbs, Clifton, Bosque Co., Tex.: Wheat acreage 35 per cent. increase; crop will be 50 to 60 per cent. of last year's crop. Oats acreage less than last year; crop outlook is for 40 bushels to the acre. Corn acreage is 10 per cent. less.

E. W. Morten, Farmersville, Tex.: Wheat acreage 25 per cent.; yield will be 25 per cent. larger than last year. Oats acreage increased 15 per cent.;

yield will be equal to last year. Corn acreage increased 20 per cent.; condition good.

W. A. Bowie is erecting a 75,000 bushel elevator at Weatherford, Tex. He will put in an oat clipper, grain and corn crusher and may add corn meal machinery. When all the improvements are completed he will have storage for about 150,000 bushels.

Eugene Early, Waco, Tex.: Wheat acreage increased 225 per cent.; yield 5 to 6 bushels; crop will be about 50 per cent. of an average crop and of poor quality. Oats acreage increased 25 per cent.; yield will be large if we get rain. Corn average acreage; fair condition.

T. M. Sleeper & Co., Waxahachie, Tex.: Wheat acreage 100 per cent. larger; yield about one-half and crop larger than last year. Oats acreage reduced 25 per cent.; crop will be about 50 per cent. of last year. We have had no rains. Corn acreage about same as last year; stand good.

S. W. Hays, Crowley, Tex.: Wheat acreage increased 25 per cent.; damaged by drouth; yield about 10 bushels to the acre. Crop will be average. Oats acreage 10 per cent. increase; crop will be a little above average. Corn acreage increase 25 per cent.; looking well. More millet being sown than ever before.

J. F. Edwards, Denton, Denton Co., Tex.: Wheat acreage increased 10 per cent.; yield less, but crop about the same as last year. Oats acreage 10 per cent. larger; crop will be late, is in fair condition; an average yield is possible, but not probable. Corn acreage about the same as last year; crop late, but stand good.

J. P. Harrison, Sherman, Grayson Co., Tex.: Wheat acreage increased 50 per cent.; condition splendid. We will have a full average crop. Late rains have brought out all grains. Oats acreage 25 per cent. increase; crop will be up to the average. Corn acreage increased 10 to 15 per cent.; a splendid stand, but crop will be late.

G. B. R. Smith, Howe, Grayson Co., Tex.: Wheat acreage increased 25 per cent.; condition poor, but prospects for more wheat than last year. Oats acreage increased 10 per cent.; crop will be late; condition fine; yield will be 60 to 70 bushels to the acre. Corn acreage increased 10 per cent.; corn is small, but in good condition and growing very fast.

The Iowa Park Lumber & Grain Co. of Iowa Park, Tex., has leased the McMillan line of elevators. This gives the company two elevators at Iowa Park, one at Harrold, and grain warehouses at Beaver and Oklahoma Union. The company will put in a feed mill at Iowa Park and will probably add an oat house at Iowa Park. It now has 50,000 bushels storage at Iowa Park.

W. E. Werkheiser, Temple, Bell Co., Tex.: Wheat acreage increased 300 per cent. Yield will average 15 bushels per acre. Condition improving daily. Crop will at least be double last year. Oats acreage increased 25 per cent.; some plowed up; harvest one month late; yield will be smaller than last year; crop will be about the same. Our station has the reputation of shipping oats earlier than any other station in the United States. Last year we shipped oats on May 15. Corn about same acreage as last year; very backward.

ILLINOIS.

An elevator is to be erected at West-on, Ill.

Grain trade news items are always welcome.

The elevator of Sale & Ward at Dewey, Ill., is about completed.

Krapp & Leas have about completed their elevator at Coal Valley, Ill.

Attend the meeting of the State Association at Decatur, June 6 and 7.

A gasoline engine is being installed in the new elevator at Monarch, Ill.

Charles Shelby has purchased the elevator of French & Co., at Tolono, Ill.

Allan Bros. have succeeded R. J. Riley & Co., grain dealers at Saunemin, Ill.

Two elevators will be built at Ivesdale, Ill., by H. Hannon and Camp & Morgan.

V. L. Anderson, the new grain dealer at Annawan, Ill., is rebuilding the Hargreaves Elevator.

J. C. Madden has placed a 6 h. p. gasoline engine in his elevator at Bondville, Ill.

Bert Hollenback will engage with Hargreaves Bros. in the grain business at Ritchie, Ill.

Collins & Davidson have completed their new elevator on the Big Four at Champaign, Ill.

Jameson, Bruce & Bartley have bought the grain business and elevator of Hayer & Hoff at Seneca, Ill.

Mr. Kropf has retired from the elevator business at Cissna Park, Ill., and will engage in some other business.

Another grain elevator, of 50,000 bushels capacity, will be erected at Carlinville, Ill., by the St. Louis Milling Co.

The St. Louis, Peoria & Northern RR. is building a line from Peoria to Clinton, Iowa. Later it will build a line to Chicago.

J. B. Lafferty's grain elevator at Alexis, Ill., containing 3,000 bushels of oats, was burned at midnight May 4. Insurance on elevator, \$2,700.

Arthur Leask, with Baldwin, Gurney & Co., of the Chicago Board of Trade, when that firm winds up its business, will go with J. F. Harris & Co.

The Pennsylvania transfer and clipping elevator at 57th street and the Pan Handle tracks Chicago has been leased to Regua Bros, who own.

That remarkable collection of bucket shop traders, known as the Open Board of Trade, Chicago, has moved away and Pacific avenue is greatly improved.

E. R. Ulrich & Sons, of Springfield, Ill., write: We have completed the purchase of the outfit of Elias Buckles, the regular dealer at Lake Fork, Ill.

The new Farmers' Elevator which is being erected at Alton, Ill., by Reyland & Luly, will be ready for business July 1. The capacity will be 25,000 bushels.

Contracts for the construction of the Harrisburg & Southern Railroad, from Marion to the Ohio River, will be let in June. Seth F. Crews of Chicago is president.

Baldwin, Gurney & Co., grain, stock and provision brokers have dissolved partnership, and Mr. Baldwin will take his family for two years' travel around the world.

The elevator at Haldane, Ill., on the I. C. R. R. has been completed and is now ready for business with Fred Plate as manager. This house, which

is designed to be operated by one man, has 8,000 bushels capacity.

The annual meeting of the Illinois Grain Dealers' Association will be held in Decatur on June 6th and 7th. E. R. Ulrich, Jr., Springfield, is Chairman of Committee on Program.

P. H. Rice, formerly president of the Rice & Bullen Malting Co., of Chicago, will erect a 1,000,000-bushel malting plant, to be ready for operation Sept. 1, at Cragin, a suburb of Chicago.

The elevator of Dow & King at New Salem, Ill., was burned on the night of May 9, together with 1,100 bushels of wheat. Partially insured. This is the third elevator this firm has lost by fire.

E. J. Noble, chief grain inspector, and William Smillie, chief supervising inspector of Chicago, were at Portland, Me., recently to look into the methods of shipping, inspecting and handling grain.

Hot corn is reaching the seaboard at Baltimore and at Boston. One shipment of 100,000 bushels from Chicago reached Boston in a more or less heated condition. This grain was No. 3 and was shipped all rail from a private elevator.

John and Elmer S. Shearer, of Culom, Ill., have purchased of Dr. S. M. Barnes his elevators at Fairbury and Weston, having associated themselves with Dr. Barnes' brothers who are in the grain business at El Paso and Broadlands.

C. G. Watkins, of Cleveland, O., representing the Cleveland Grain Co., has bought the new elevator of H. E. Rea & Co., on the C., & E. I. at Tuscola, Ill. Harry King, an experienced grain man of Champaign, has been placed in charge of the business.

Two journals, the Grain Dealers Journal, published at Chicago, Ill., on the 10th and 25th of each month, and the Hay Trade Journal, every Friday of the year, for \$2, if subscribed for at the same time. Both are invaluable to the trades they represent. Try them.

L. E. Nelson, contractor of Gilman, Ill., has purchased a double grain feeder of the B. S. Constant Co., Bloomington, Ill., to feed the grain from two dumps to one stand of elevators. They are to be placed in the large elevator which he is building for L. Lamoreau at Thawville, Ill.

Edward Beggs of Ashland and William Lyman of Pleasant Plains have purchased the elevator at Elkhart, Ill., of Arrington & Henneberry of Lincoln. The consideration was about \$6,000. For a time Mr. Henneberry will remain with the new firm, which takes charge June 1.

Jacob Gault of Heyworth, Ill., shipped 40 cars of corn to New Orleans last winter. Of that number 35 cars were loaded while the weather was intensely cold and were shipped in a frozen condition, and when inspected in New Orleans graded all right for export. Five of the best cars of corn he took in, however, were loaded after the weather turned warm, and when they reached the gulf would not pass grade.

Burglars entered the grain warehouse of S. W. Edwards & Son, at Chicago, on the night of May 14, and broke open the safe, taking therefrom \$20 in currency and stamps; but overlooked an envelope containing \$56 belonging

to the Board of Trade Hay & Grain Dealers, of which S. T. Edwards is secretary.

S. P. Hodgen, the pioneer grain dealer of Lincoln, Ill., died May 5 at the home of his daughter. He was recovering from the grip, when attacked by apoplexy. Since the early 50's he had been a resident of Lincoln, and had accumulated a fortune which was swept away by subsequent reverses.

Eikenberry & Temple, contractors for the B. S. Constant Co., of Bloomington, Ill., are finishing an elevator for R. J. Murphy, of Bloomington, in connection with his feed yard on the I. C. R. R. It is equipped with a No. 99 Victor sheller, the B. S. Constant No. 3 combined cleaner, grain feeder and "Safety" wagon dump.

The Shellabarger Mill & Elevator Co., of Decatur, Ill., writes: We have disposed of our elevator and interest in the grain business at Cerro Gordo, Ill., to E. R. Ulrich & Sons, Springfield, Ill. This is one of the best and largest country elevators, having storage capacity of 40,000 bushels and a daily handling capacity of 10,000 bushels.

Annual Meeting State Association.

The Illinois Grain Dealers Association will hold its annual meeting June 6 and 7 at Decatur. Tuesday morning will be occupied with the reading of minutes; report of treasurer, and reports of standing committees. The afternoon session will open with

"What shall we do with members who fail to pay dues promptly, and how shall we secure sufficient finances that we may have a traveling representative," by T. P. Baxter, followed by A. B. Herdman and others.

"How to increase the growth and discipline of our individual members," by Charles Voris of Windsor.

"Local organizations together with the state organization essential for the good of all," by Thomas Costello, and general discussion by others.

Elections of officers and resolutions will be in order Wednesday morning. The afternoon program is:

"What it costs the farmer to produce corn," by T. C. Grady, followed by general discussion.

"How do present methods of railroading and warehousing of grain affect its value to the producer," by S. H. Greeley of Chicago.

Banquet at 6:00 p. m.

Additions to the program will be made and announced later by the program committee, consisting of E. R. Ulrich, Jr., Springfield; T. P. Baxter, Taylorville, and Thomas Costello, Maroa.

The transportation committee, composed of W. H. Suffern, Decatur; W. L. Shellabarger, Decatur, and B. S. Tyler, Decatur, is working to secure reduced rates of fare to the meeting.

MARYLAND.

E. Louis O'Donnell, for many years prominent in the grain trade at Baltimore, Md., died May 7.

A party of Baltimore grain men, including Charles McDonald, chief grain inspector, Richard Gambrill, James F. Carroll of Chicago, representing I. M. Parr & Son, and J. M. Dennis, have been inspecting the corn in Duluth elevators.

IOWA.

Contractor Zuell is at work on the new elevator at Woden, Ia., for the Dy-sart Grain Co.

The foundation for the new elevator of G. L. Bosworth at Manly, Ia., has been completed.

The warehouse and cribs of A. G. Edmonds at Jamaica, Ia., were burned May 12, together with 13,000 bushels of grain.

S. S. Christy will improve his elevator at Meriden, Ia., put in a large feed grinder, a new 15 h. p. steam engine and a 30 h. p. boiler.

The Supreme Court of Iowa decided May 10 that a note on account of moneys involved in bucket-shop deals cannot be collected in Iowa.

The Des Moines Elevator Co., of Des Moines, Ia., is figuring on the erection of three to five small elevators on the Ruthven branch of the Rock Island.

The McFarlin Grain Co., of Des Moines, Ia., will build elevators at all stations on the proposed Milwaukee extension from Fonda and Rockwell City.

Bowen & Regur, of Des Moines, Ia., who operate elevators on the Great Western, are figuring on the construction of two or three new houses this season.

T. J. Holmes & Son, of Brooklyn, Ia., will dissolve partnership and wind up the grain and lumber business in which they have been engaged at that place for 37 years.

White & Cline have sold their elevator at Meriden, Iowa, to L. E. Brown & Co., a line company of Minneapolis. For the time being Mr. Cline will act as agent for the buyers.

C. L. Kinney has purchased the elevator of Dudley & Johnson at Hubbard, Ia., and in connection with the grain business will put in a stock of lumber and building material.

L. D. Shaw's elevator at Bristow, Ia., was burned at an early hour on the morning of May 13. Loss, on building, \$2,000; on grain, \$1,000. Insurance on building, \$1,500; on grain, \$1,000.

The St. Paul & Kansas City Grain Co. is overhauling and improving its elevators at Zearing, McCallsburg and St. Anthony, Iowa. A Fairbanks-Morse Gasoline Engine will be placed in each elevator.

E. D. Vorhes, formerly of Cushing, Ia., writes: The 15th of this month I became the successor of Andrew Rath in the grain business at Ackley and Macy, Ia. Mr. Rath still continues the lumber business as before.

D. A. Robinson, has secured the contract to build the Des Moines Elevator Co.'s elevator at Des Moines. This house is to be of wooden construction, with a capacity of 125,000 bushels and will be used as a transfer and cleaning house.

The Des Moines Elevator Co., of Des Moines, Ia., will increase its capital stock from \$30,000 to \$60,000, and its authorized capital from \$50,000 to \$100,000. The stockholders are M. McFarlin, president; W. L. Shepard, secretary and treasurer, and C. L. Gilcrest.

Peavey's round elevator at Lake Mills, Ia., caught fire at noon, May 13. Spreading with great rapidity to the coal sheds of the company, the flames communicated to the elevator of Eckert & Williams, which, together with two warehouses and two corn cribs, was totally destroyed. The loss of the

Peavey Elevator Co. is \$40,000; fully insured. Eckert & Williams had in store 2,500 bushels of flax, 1,800 bushels of wheat, 1,900 bushels of timothy, and 20,000 bushels of oats. Their loss is \$25,000, with no insurance except \$2,000 on the building.

The Iowa & Missouri Grain Dealers' Union will hold a general meeting at the Summit House, Creston, Ia., on Thursday, June 8. The meeting which begins at 2:30, will be followed by a night session if all the business cannot be transacted during the afternoon.

D. L. Smith of Minneapolis has prepared plans for a 25,000-bushel elevator at Jamaica, Ia., for A. G. Edmonds. The plant will be adapted to dump and handle ear corn, and will be equipped with sheller and cleaner combined, and arranged so that one man can handle all the work about the elevator.

J. R. Johnson of Johnson & Swenson, who operate an elevator at Roland, Ia., was in Chicago recently. He reported the only improvements being made in his neighborhood were the overhauling and repairing of the other elevator at Roland. It is operated by the St. Paul & Kansas City Grain Co., which is also putting in a new gasoline engine. Formerly Roland had four dealers, now it has but two regular grain shippers.

The Iowa state crop report of May 23 says the week was unseasonably cold and wet, with an excessive amount of cloudiness. The amount of rainfall was above normal in all districts and was very heavy in the southern half of the state, where the soil was already saturated by the heavy showers of the preceding week. Under these conditions but little progress has been made in planting corn, except in some favored localities and on the naturally dry or tile-drained lands. In the northern districts planting is more advanced than in the central and southern sections. In large portions of the central and southern districts plowing and planting operations will not be completed until after June 1st, even under the most favorable weather conditions in the future. Numerous reports show failure of germination of early planted corn, and it is probable that more than the usual amount of replanting will be necessitated.

KANSAS.

Kindly advise us of new elevators, new firms and business changes in your territory.

The elevator and mill at Turon, Kan., were burned at midnight, May 11. Loss, \$12,000; partly insured.

W. L. Woodnutt & Co. have succeeded Woodnutt & Hipple in the grain business at Hutchinson, Kan.

Harroun Bros. have decided that their new elevator at Elwood, Kan., shall be of 500,000 bushels capacity.

A 25,000-bushel elevator is being built for the Thorstenburg Elevator Co. at Lindsburg, Kan., by F. E. Parker & Son.

An elevator of 40,000 bushels capacity will be built in connection with a new mill by the Lee-Warren Milling Co., at Salina, Kan.

Winter wheat prospects in many parts of Kansas are believed by State Grain Inspector A. E. McKenzie to be much better than expected. He does not think the estimate of 45,000,000 bushels is ex-

travagant. The best wheat seems to be in the southeast portion of the state.

Keever Grain Co., Kansas City: A correspondent reports chinchbugs thick about Paola, Kan., and says some oats are turning red.

J. D. Rippe, for many years a grain dealer at Stafford, Kan., has arranged to put in a stock of implements and vehicles at Stafford and Neola.

Stanley Christopher, Kansas City: We have received samples of wheat from Anthony, Kan., and one point in Oklahoma, filled with chinchbugs.

Walter S. Mitchell died May 10 in Topeka, Kan. He was well known in Kansas City, having been manager of the W. S. Mitchell Grain Co. of Wichita for several years. Apoplexy was the cause of death.

William Iago, an experienced grain man, has been appointed assistant deputy inspector at Topeka, Kan., to assist the new deputy, Thomas Cross, to whom objections were made by William Ewan, a local elevator man.

INDIANA.

Go to Lafayette May 31.

E. A. Jarrett is to build an elevator at Homer, Ind.

George Minner will build an elevator at Nast Chapel, Ind.

Hollowell & Bro. have taken possession of the elevator at Jamestown, Ind.

Indiana dealers who buy grain from tenants will find a decision in Suits & Decisions of interest.

W. D. Foresman, Foresman, Ind.: Ap- point your day for meeting of grain dealers and I will be with you.

The Clover Leaf and Big Four elevators at Clark's Hill, Ind., have been purchased for \$7,000 by J. O. Finch.

W. R. Breckenridge, Otterbein, Ind.: I will be glad to attend the proposed meeting of grain dealers at Lafayette.

S. Van Steenberg, Talbot, Ind.: I can meet with the grain dealers of this section at Lafayette any time in May.

The old Duff Elevator at Brook, Ind., has been purchased by L. L. Coryell, who is making extensive improvements.

The New Haven Storage & Transfer Co. will erect a modernly equipped grain elevator and feed mill at New Haven, Ind.

Darter & Hodgkin, grain dealers at Crawfordsville, Ind., will dissolve partnership, Mr. Darter continuing in charge of the elevator.

The Indiana crop report for the third week of May gives reports from 68 counties, of which 62 are favorable. Two counties report Hessian fly in wheat.

A. B. Cohee & Co., Brighthurst, Ind.: We think if you can get the grain dealers surrounding Lafayette into an organization it will prove a very good thing.

Western Indiana dealers will advance their business interests by attending meeting of regular grain dealers at Hotel Lahr, Lafayette Wednesday May 31, 1:30 p. m.

A farmer near Whitley, Ind., who last year raised some spring wheat with success has enlarged the acreage this season. The yield per acre was 11 bushels, testing 57 pounds.

The Grain Dealers' National Association has called a meeting of Western Indiana dealers at Hotel Lahr, Lafa-

yette, May 31, 1:30 p. m. All regular grain dealers will be welcome.

J. F. McCormick, Ambia, Ind.: I will join and help support a division of the G. D. N. A. at Lafayette, and meet with grain dealers any day in May that may be set for such meeting.

P. J. Kennefey, a farmer living near Templeton, Ind., is reported to be attempting to conduct a scoop shovel grain business at that station. Risser and Rich have the only elevator there.

A. E. Hartley of Goodland and Mr. Rich of Risser and Rich, Oxford, Ind., were in Chicago recently and spoke very encouragingly of the organization of a Western Indiana Division of the Grain Dealers National Association.

W. C. Babcock, Rensselaer, Ind.: In regard to the organization of a division of the G. D. N. A. in western Indiana, we will join such an association and will meet with dealers at Lafayette any day and hour most convenient for the majority of dealers.

MICHIGAN.

Kindly send us the grain trade news of your vicinity.

Michigan has never had an association of grain dealers.

McLaughlin & Co., of Jackson, Mich., will build an elevator at Leslie.

Grain elevating at Port Huron, Mich., has been booming owing to the Buffalo strike.

A circular steel storage tank of 20,000 bushels capacity, to be filled and emptied by pneumatic conveyor, will be erected at St. Louis, Mich., by the St. Louis Milling Co.

The Pears-East Grain Co., has been formed at Buchanan, Mich., by Charles F. Pears and William W. East, who have purchased the business so long conducted by the C. Bishop Grain Co. The new firm has bought the grain elevator on the Michigan Central, and has leased the warehouse for one year.

The crop report of the Michigan weather bureau for May 15 gives the condition of wheat as slightly better than a week earlier, but as looking poor and indicating a small crop. Many farmers are plowing wheat under and preparing the land for corn. Corn planting has progressed steadily; the seed bed is excellent. Oats are germinating splendidly.

WISCONSIN.

The Wisconsin Malt & Grain Co. is increasing the capacity of its malt house at Appleton, Wis.

The Burlington Malting Co. is erecting a malt house of \$200,000 bushels capacity at Burlington, Wis.

Readers will confer a favor by sending us notices of new elevators, and other grain trade news of their vicinity.

B. P. Ordway of Ordway & Son, Beaver Dam, Wis., recently spent a week in Kansas City with his brother E. A. Ordway.

A. L. Searle of F. H. Peavey & Co., Minneapolis, was in Duluth recently to let contracts for dredging at the site of the new elevator.

The Watertown Grain Co., of Watertown, Wis., suffered \$1,500 loss by the burning of the elevator of George Lawrence at Burnett. The company had 3,500 bushels of barley on hand, insured for \$1,000.

MINNESOTA.

Send us a report on the condition of spring wheat for publication in this column.

The Duluth Brewing and Malting Co., of Duluth, Minn., will erect a large malting plant.

Ernest R. Jacobi, grain commission dealer of Duluth, Minn., was married recently to Adelaide Chisholm of Grand Rapids, Minn.

The estate of the late James F. Bassett will withdraw its interest in the firm of Commons, Bassett & Co., grain commission dealers at Minneapolis, Minn.

The Rice Farmers Mercantile & Elevator Co., Rice, Minn., will advertise for bids for the construction of the new elevator. J. M. Thoen of Rice is president.

A state grain inspector has been asked for by the millers of Fergus Falls, Minn. The state has informed the millers they will have to guarantee \$100 per month expenses.

The St. Imperial Elevator Co., of Minneapolis, Minn., will put in a stock of lumber at several of its country elevators, to give employment to agents during the dull season.

Chief A. C. Clausen of the Minnesota Grain Inspection Department was presented with an oil portrait of himself on the occasion of his 50th birthday, May 6, the gift of the deputy inspectors.

An incendiary fire destroyed the elevator of J. D. Shaw at Bristow, Minn., at 1 o'clock on the night of May 11. Six carloads of oats and corn were burned. The building was new. A few days previous fire had been discovered and extinguished.

Hay dealers who handle grain and grain dealers who handle hay can secure both the Hay Trade Journal and the Grain Dealers Journal for \$2 a year, if subscribed for at the same time. Alone the former costs \$2. Don't miss this opportunity.

Thomas Hanson, grain dealer of Minneapolis, Minn., accompanied by his wife and daughter, is making a tour of Europe. Mr. Hanson will stop at Christiania, Norway, to consult with capitalists who have urged him to erect a modern elevator in that city.

The firm of Chambers & Farwell has been formed at Minneapolis, Minn., to continue the screenings business hitherto conducted by Thomas Chambers, Isaac B. Farwell and James Marshall. Mr. Marshall retires to take the position of wheat buyer for the Consolidated Milling Co.

Duluth receivers met May 15 and decided to employ counsel to defend their position that the Grindeland law is unconstitutional. All have signed an agreement not to take out the license required by the law nor to give the bond required. A test case will be made. The Minneapolis receivers have employed General Wilson as their attorney to fight the law.

Fire destroyed two elevators at Air-lic, Minn., on the night of May 11. Starting in the elevator of W. W. Cargill & Bro., the flames were swept by a strong wind against the elevator and barns of Walter Parks. The elevator of the Cargills, who have their headquarters at La Crosse, Wis., contained 12,000 bushels of wheat and was fully insured. Mr. Parks had 1,000 bushels

of wheat, 1,000 bushels of oats, 250 bushels of corn, 250 bushels of barley and half a car of flour; all of which is a total loss, with no insurance. It is a sad blow to Mr. Parks, as nearly all his property was burned, except his residence. No one knows how the fire started.

NORTHWEST.

Hoefmeister Bros. have applied for an elevator site at Davis, S. D.

Work has commenced on the elevator of Kellogg & Whaley at Flandreau, S. D.

A. Ziesemer's elevator at Milnor, N. D., has been purchased by the Farmers' Mill & Grain Co.

P. E. Davis has purchased a half interest in the elevator business of P. G. Williams at Montrose, S. D.

The burned elevator at Toronto, S. D., will be rebuilt by McCaull, Webster & Co., of Minneapolis, Minn., who will do their own construction.

D. L. Smith, contractor, of Minneapolis, will build a 10,000-bushel elevator at Mantador, N. D., with modern improvements, for Roy E. Parsons & Bro., of Hankinson, N. D.

Applications for elevator sites at Bradley and Coleman have been made by the Lake Preston Milling Co., of Lake Preston, S. D., which recently has acquired elevators at Bradley and Bryant.

The application of F. C. Robinson for an elevator site at Groton, S. D., where his elevator was burned, is resisted by the Chicago & Northwestern Railway, on the ground that the site is needed for other uses and that Robinson's real purpose is to secure the lease for speculative purposes.

The South Dakota section of the United States Weather Bureau reports that during the first four days of the week ending May 15 conditions were favorable for spring wheat, but were followed by killing frost. In some fields in the east central and northeastern sections of the state the wheat, oats and barley are reported cut down to the ground. Some corn is showing above the ground in southern localities, and the planting of this crop is well advanced. Flax sowing has begun. Wheat, oat and barley seeding is practically completed.

PACIFIC COAST.

C. Q. Stanton and T. J. Douglas will form a partnership to do a grain commission business at Los Angeles, Cal.

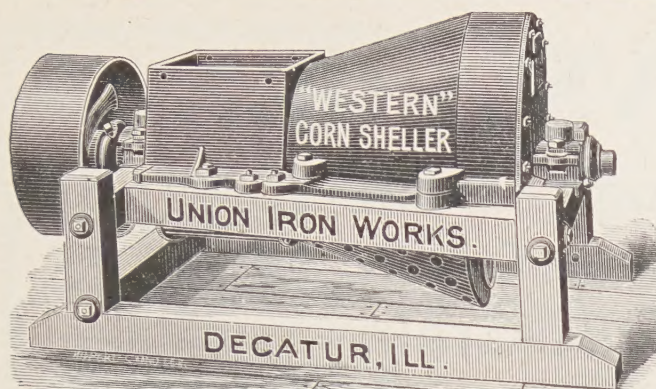
The petition of the California Railroad Commissioners for a dismissal of the grain rate cases has been denied by the United States Circuit Court.

California's winter wheat crop is estimated by the San Francisco Produce Exchange to yield 30,000,000, a large decrease from the earlier Government estimate of 50,000,000 bushels.

Grain dealers, millers and merchants of Stockton, Cal., have joined in a protest to the railroad commissioners against the alleged discrimination in grain differentials in favor of Port Costa.

PENNSYLVANIA.

W. J. Koch & Co., of Philadelphia, have purchased three acres of land at Harrisburg, Pa., on which to erect a grain elevator and mill.



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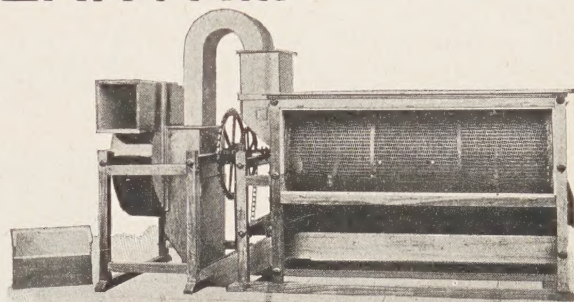
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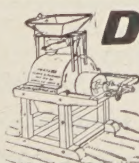
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Michigan's bean acreage will probably be increased. The available stocks have been very much reduced. It is estimated that the total stocks in the state March 25 were 452 cars, against 1,200 cars April 1, 1898, and 2,157 cars July 1, 1897. Deducting 200 cars for seed and to be carried over, leaves only 252 cars available.

Charles I. Proctor, a grain dealer of London and Liverpool, called upon Secretary Wilson of the United States Department of Agriculture, May 8, and complained of the very careless inspection of grain in America, which has caused dissatisfaction in the important shipping centers of England and the continent.

LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Company has all its territory restricted in relation to resources, adaptability and advantages for manufacturing, and seeks to secure manufacturing plants and industries where the command of raw material, markets and surroundings will insure their permanent success.

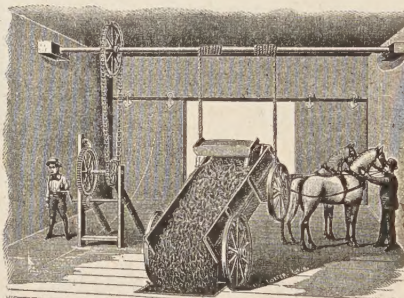
Mines of coal, iron, copper, lead and zinc, forests of soft and hard wood, quarries, clays of all kinds, tanbark, flax and other raw materials exist in its territory in addition to the vast agricultural resources.

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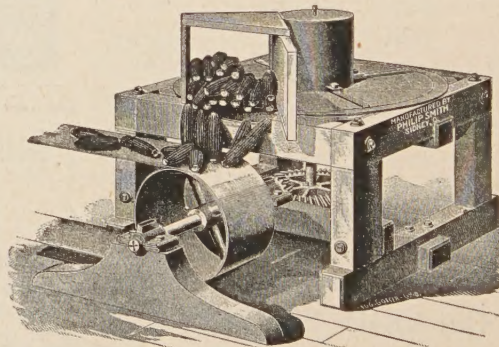


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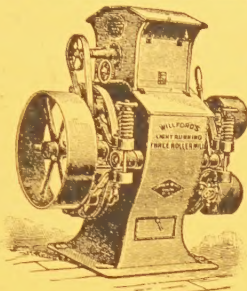
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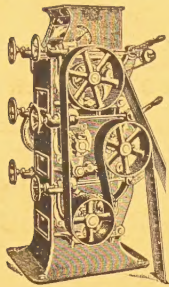
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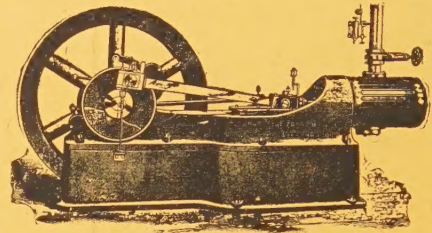
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